

Oklahoma Highway Safety Office FY 2011 Performance Plan and Highway Safety Plan



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EXECUTIVE SUMMARY

FY 2011 holds much promise for traffic safety in Oklahoma, but offers many challenges as well. The Oklahoma Highway Safety Office is eager to take on those challenges and, along with our many partners, craft solutions designed to address specific collision causal factors.

The overall good news is that Oklahoma is on track for continued reductions in traffic fatalities. After a peak of 803 fatalities in 2005, we have seen steady reductions each year to the current 737 in 2009 (early estimate). Preliminary state figures indicate a potentially significant fatality reduction for 2010. As of this publication (9/9/2010), we are reporting 133 fewer fatalities than at this same time in 2009; a significant accomplishment. Serious injuries from collisions are down as well. 17,505 people were seriously injured in traffic collisions in 2005 and state data for 2009 report 16,077; an 8.15% reduction over 4 years!

Unfortunately, certain specific categories of traffic collisions are not as favorably represented. Fatalities where drivers have a BAC of .08% or more are showing a slight increase. There were 232 drivers with over .08% BAC in 2005, 199 in 2006, 223 in 2007 and 244 in 2008. Early estimates for 2009 show a relatively flat curve with 242. As motorcycle registrations in our state continue to dramatically increase, we are challenged to hold the line on fatal motorcycle collisions. FY 2010 was the first year for our partnership with the Edmond Police Department's motorcycle unit. Their statewide educational program was very well received and we anticipate great demand for their program in FY 2011.

Unrestrained passenger fatalities showed steady reductions for 2005, 2006 and 2007, but an increase for 2008. In 2005 there were 378 unrestrained fatalities, 351 in 2006, 318 in 2007 and 338 in 2008. Our efforts at increasing seat belt use are beginning to pay off. Our most recent survey shows the current rate at 85.9%; a 1.7% increase over the 2009 rate of 84.2%! We are continuing to address our seat belt use rate with an aggressive, multifaceted program. Under the direction of a full time Law Enforcement Occupant Protection Specialist, law enforcement agencies, traffic safety advocates, educational professionals and local media outlets, the OHSO is implementing the provisions of a statewide occupant protection plan. Concentrating primarily on central Oklahoma and youthful drivers statewide, we are forging new coalitions, creating new partnerships and developing new focused law enforcement initiatives. It is our belief that with this traditional combination of education, awareness and enforcement, we can and will 'Move the Needle' on Oklahoma's seat belt use rate.

We are continuing our 'targeted community' approach to high collision areas of the state in FY 2011. OHSO has reached out to communities with higher than expected collision rates and entered into partnerships with police departments or sheriff's offices, who had never applied for OHSO funding before. In FY 2008 we targeted southeastern Oklahoma, in 2009 we targeted northeastern Oklahoma and we are currently targeting western Oklahoma. This process has forged new partnerships with 13 police departments, 6 sheriff's offices and we anticipate an additional 9 agencies in the upcoming year.

The Oklahoma Highway Safety Office is proud of the significant accomplishments of our partners in recent years and we look forward to addressing the challenges of FY 2011.

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*

LEGISLATIVE ISSUES

In this past year's legislative session (2nd Session of the 52nd Oklahoma Legislature) the Oklahoma Highway Safety Office worked with key legislative leaders to propose and support various traffic safety initiatives. Two specific pieces of legislation were authored at the request of OHSO. The first bill addressing occupant protection failed gain sufficient support and the second bill designed to increase motorcycle safety and education is now law. Those bills were:

HB3381 This bill proposed to amend O.S. Title 47 §11-1112 *Child Passenger Restraint Systems*, to increase the age from 13 to 16 for required restraint use in all vehicle positions. This bill was unsuccessful.

HB 2264 This bill amended O.S. Title 47§ 1132 *Vehicle Registration Fees*, to add \$3.00 to each motorcycle registration for the purpose of increasing state funds available for motorcycle safety and education programs. This bill was successful.

SB 1670 Changed membership of the Motorcycle Safety Advisory Committee.

Other traffic safety related bills successfully passing this session included;

HB2957 – Public Transit Drivers & Texting While Driving (eff. 11/1/2010)

New law prohibits public transit drivers from texting while driving. Public transit drivers are defined as (1) any operator of a public transit vehicle owned or operated by the State, any public trust authority, county, municipality, town or city; (2) any operator of a school bus or other multi passenger school vehicle; or (3) railroad conductors.

HB2746 – License Revocation for Possession of CDS (eff. 11/1/2010)

Amends the statute dealing with when DPS can revoke a driver license. Currently if a defendant is convicted of almost any drug crime DPS revokes their license. The amendment will now only allow DPS to revoke a license for a drug crime if the defendant committed the drug crime while using a motor vehicle.

HB2276 – Driving in Left Lane & Full Time and Attention to Driving (eff. 11/1/2010)

Amends 47 O.S. 11-309 to provide that on four lane roadways a vehicle shall not drive in the left-hand lane if they are impeding traffic. The amendment removes any reference to the posted speed limit. This shall not apply if the driver is driving in the left-hand lane due to traffic or road conditions.

Amends 47 O.S. 11-901b to allow officers to cite a person for failing to devote full time and attention to driving if the officer observes the driver of the vehicle driving in such a manner that poses an articulable danger to other persons or the roadway. The driver is no longer required to be in an accident before an officer can cite them.

HB3240 – Municipal DUIs & Substance Abuse Evaluations (eff. 11/1/2010)

New law requires municipal courts to order DUI offenders to obtain a substance abuse evaluation prior to sentencing.

SB1329 – Motorcycles & Red Lights (eff. 11/1/2010)

Allows motorcycles to proceed through red lights under certain circumstances. Here are the rules: (1) Motorcycle must make a complete stop first; (2) The stop light must be the type of light that only initiates a green light upon detecting an approaching vehicle and has failed to initiate due to the size/weight of the motorcycle; (3) Must not be any approaching traffic or the approaching traffic must be at a distance where it does not constitute an immediate hazard; (4) Approaching traffic with a green light will have right-of-way over a motorcycle proceeding through a red light; (5) If an accident occurs because a motorcycle proceeds through a red light, the driver of the approaching vehicle cannot be cited for failure-to-yield, following too closely or driving too fast for conditions.

SB1387 – Personal Injury Crashes & Suspended/Revoked Drivers (eff. 11/1/2010)

Amends 47 O.S. 11-905. This law was a new law enacted last year. The law provides that when a driver is involved in a motor vehicle crash involving personal injury to a person in another vehicle and the driver does not have a valid driver license or is under suspension/revocation/cancellation the driver is guilty of a misdemeanor. If the crash involves great bodily injury or death to a person in another vehicle then the driver is guilty of a felony. Under the current law, a driver that is involved in a crash that injures or kills a passenger in the same vehicle would not be guilty of this crime. SB1387 amends this law so that the driver is guilty if the injury or death happens to any other person. This amendment will allow a driver who is involved in a crash resulting in injury or death to a passenger in the same vehicle to be guilty of this crime.

SB 1908 – Learner Permit Hours of Operation/ Restricting Use of Electronic Devices

Amends Title 47 O.S.47-6-105 Further limits hours of operation for learner permits and authorizes suspension of learner and intermediate license for “using a hand-held electronic device while operating a motor vehicle for non-life threatening emergencies”.

The Oklahoma Highway Safety Office will continue to work with our partners and legislative contacts in the upcoming session to propose laws to affect traffic safety.

FY 2011
PERFORMANCE PLAN

Oklahoma Demographics

Oklahoma ranks 18th in size with a land area of 69,919¹ 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 Ouachita Mountains in the southeast are mostly sandstone ridges separated by narrow valley. Along the Red River in the southeastern part of the State is the West Gulf Coastal Plain.

Oklahoma's roadway system of 113,147² total miles includes 669 miles of Interstate, 559 miles of Turnpike, 11,601 miles of State and Federal Highways, 284 miles of State Park roads, 86,665 miles of county roads, and 12,865 miles of local city streets.³

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

There were 3,975,644 registered vehicles in Oklahoma in 2009 with 73.2% (2,910,600) registered automobiles. Motorcycle registrations have increased dramatically. Since 2005 registrations have increased from 81,693 to 123,906 in 2009; a 52% increase! There were 2,504,091 licensed drivers in Oklahoma in 2009.⁴ There are approximately 150 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.⁵ In addition to the Oklahoma Highway Patrol, there are 338 police departments, 77 sheriff offices, and 36 campus police departments.⁶ The State of Oklahoma ranks as the largest employer in Oklahoma, followed by Wal-Mart/Sam's Club and Tinker Air Force Base. Wal-Mart/Sam's Club ranks as a Fortune 500 player with a large Oklahoma presence.⁷

¹ Oklahoma Crash Facts. 2009 Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

² Oklahoma Crash Facts. 2009 Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

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

⁴ Oklahoma Crash Facts. 2009. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

⁵ Oklahoma State Department of Health.

⁶ Oklahoma Association of Chiefs of Police.

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

PROBLEM IDENTIFICATION 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 four years of state data and a projection of the most recent year's available data 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, Alcohol/Drug-Related, Motorcycle, Pedestrian, and Bicycle). (While this analysis allows for in depth planning and program countermeasures, for uniformity FARS data alone are used to define the state's problems and goals in the annual Highway Safety Plan and Performance Plan.)

Each classification of traffic collisions is analyzed in order to establish priorities for program implementation and include:

- Change in collisions, fatalities, and injuries from the previous year
- 5-year trend 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. 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.

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 November 2009 and the Oklahoma Traffic Records Council used this report to establish new goals to improve our traffic records program. Much improvement is being made in traffic records in Oklahoma due to funds earmarked for traffic records through SAFETEA-LU legislation.

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

LIST AND DESCRIPTION OF DATA SOURCES

Fatality and Other Crash Reports

The Oklahoma Department of Public Safety (DPS) collects fatality and other crash reports. The majority of collision reports are received as paper copies and are input by the Records Management Division into the DPS mainframe computer. Recent improvements have allowed for electronic submission by OHP troopers and in CY 2010, several select communities began submitting reports via the Internet. The data are then downloaded into a DB2 server where the data analyst can access the data. Data are analyzed using SPSS software. Very recent improvements allow for all electronic collision reports to be submitted to the University of Oklahoma for uniform formatting and error checking prior to submitting to DPS. It is anticipated this process will be operational by the date of this submission.

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

For consistency, the most recently available FARS data (2008) are used to establish OHSO's performance measures. That data, supplemented by DPS injury and Oklahoma Tax Commission vehicle mileage data, is used to set future goals and evaluate past progress. DPS and FARS data are regularly evaluated for accuracy and 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.

CRASH DATA AND TRENDS

Crash Data and Trends 2006 – 2010					
	2006	2007	2008	2009	2010
Number of Fatalities	765	766	749	742*	734*
Number of Serious Injuries	17,488	17,663	16,398	16,077	15,916*
Fatality Rate per 100M VMT	1.57%	1.61%	1.54%	1.53%*	1.52%
Number of Fatalities involving Driver or Motorcycle Operator with .08+	199	223	244	242*	239*
Number of Unrestrained Passenger Vehicle Occupant Fatalities	351	318	338	335*	331*
Number of Speed-Related Fatalities	269	213	221	219*	217*
Number of Motorcyclist Fatalities	64	76	86	86*	86*
Number of Unhelmeted Motorcyclist Fatalities	48	52	63	63*	63*
Number of Pedestrian Fatalities	46	67	51	50*	50*
Number of Drivers Under Age 21 in Fatal Crashes	135	129	140	139*	137*
<small>Source of Fatality Data: FARS/ Most current FARS data is 2008. Source of Serious Injury Data and VMT: State Data *Indicates projection</small>					

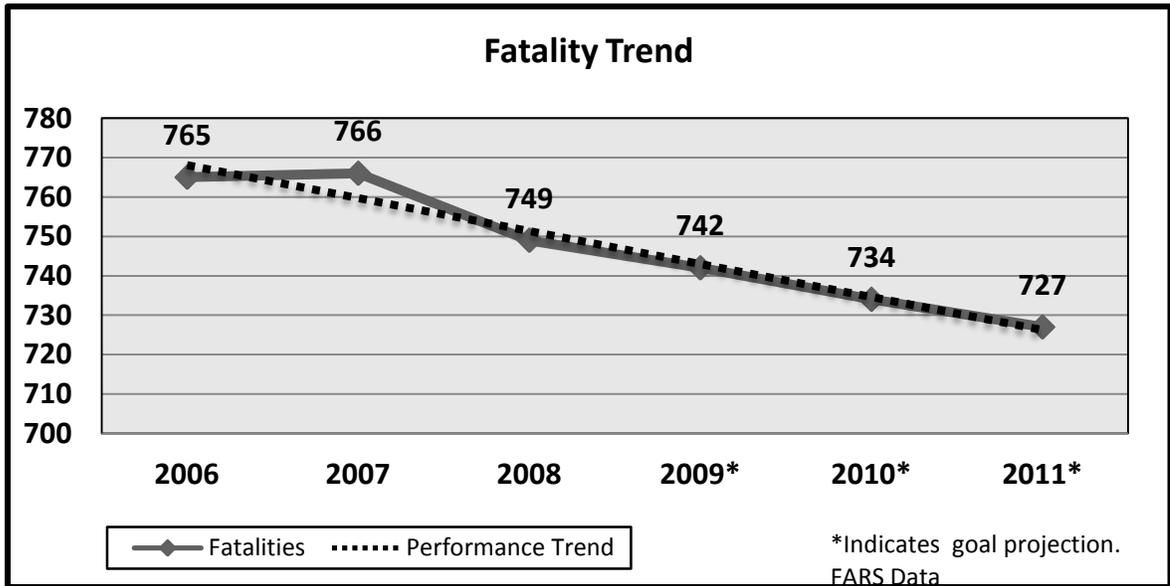
Proportion of Population Using Safety Belts

2005	2006	2007	2008	2009	2010
83.1%	83.7%	83.1%	84.3%	84.2%	85.9%

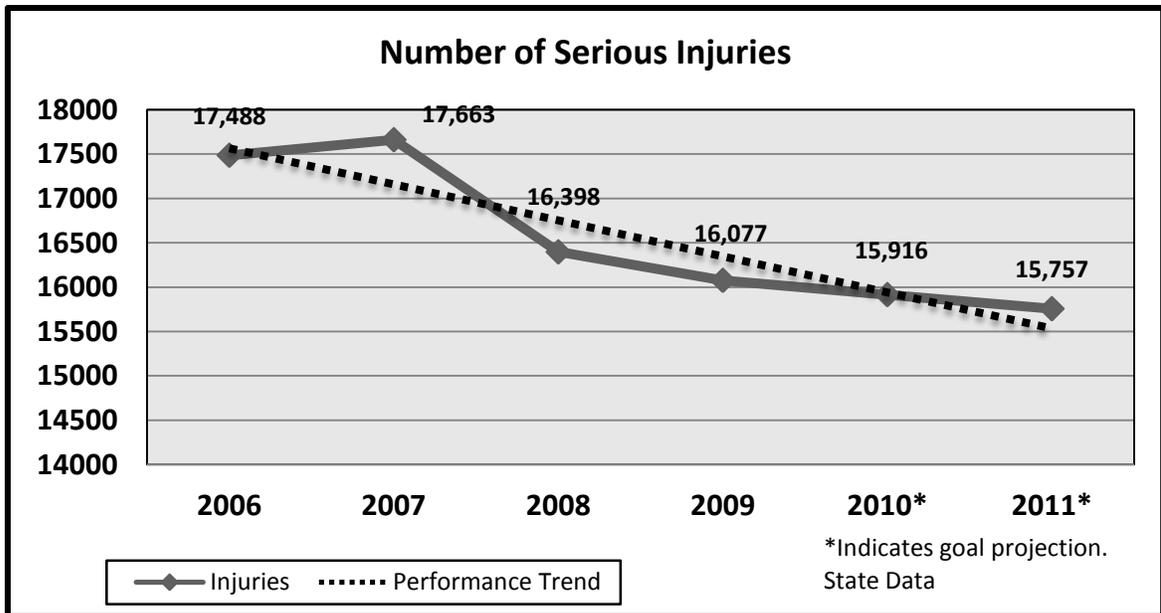
Child Restraint Use

2005	2006	2007	2008	2009	2010
82.7%	86.7%	85.4%	85.0%	86.3%	85.5%

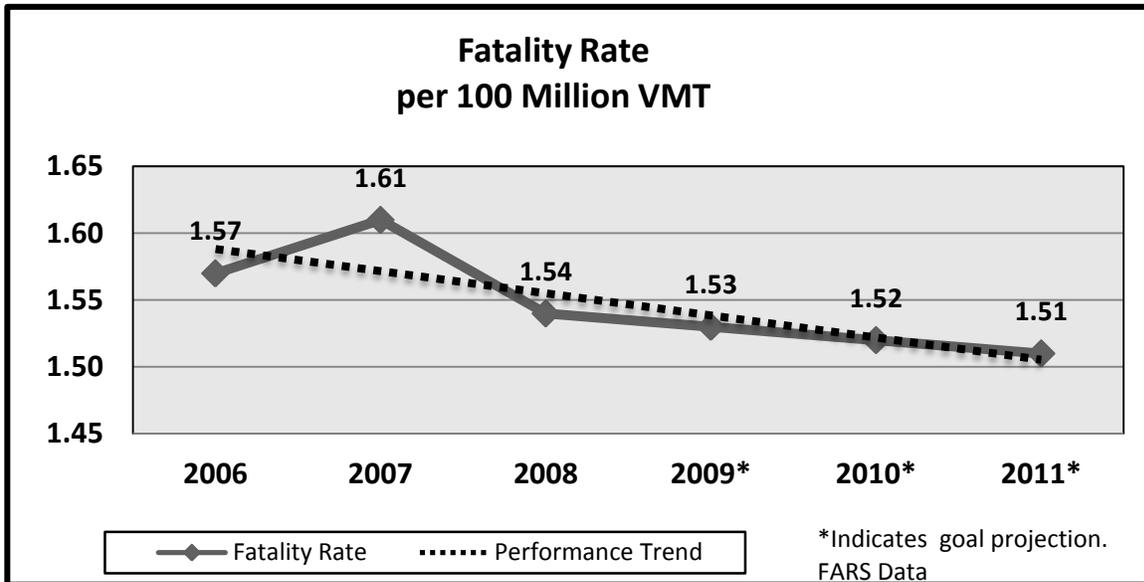
PROBLEM IDENTIFICATION



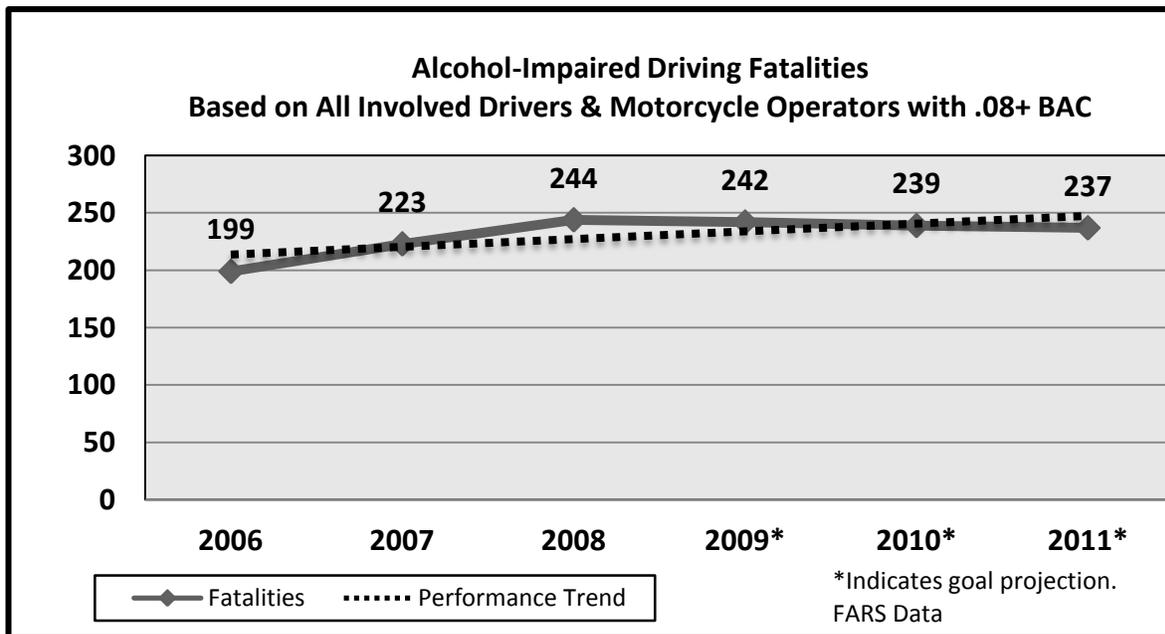
The number of fatalities in traffic crashes in Oklahoma decreased in 2007, 2008, 2009 and is projected to continue that trend into 2010; achieving or exceeding the projection for 2010 and in line with our goal for 2011.



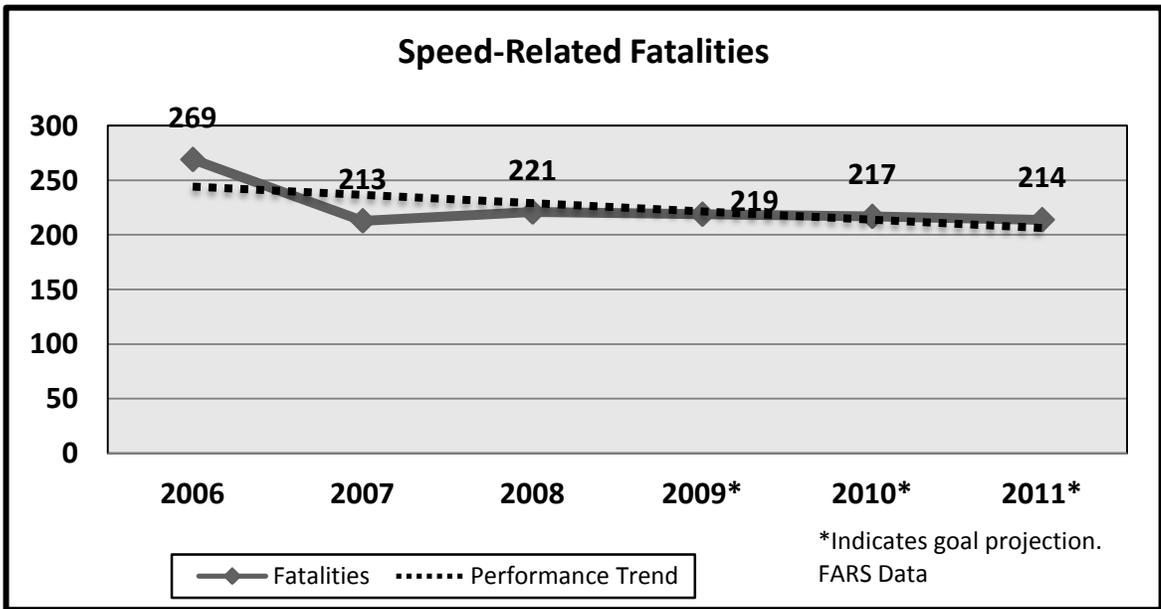
Since 2007, there has been a steady decrease in the number of serious injuries in traffic crashes. From 2007 to 2009 the number of serious injuries reduced by 1,586 (8.97%). Initial estimates indicate a continued decrease for 2010 and are in line with projections for 2011 (state data).



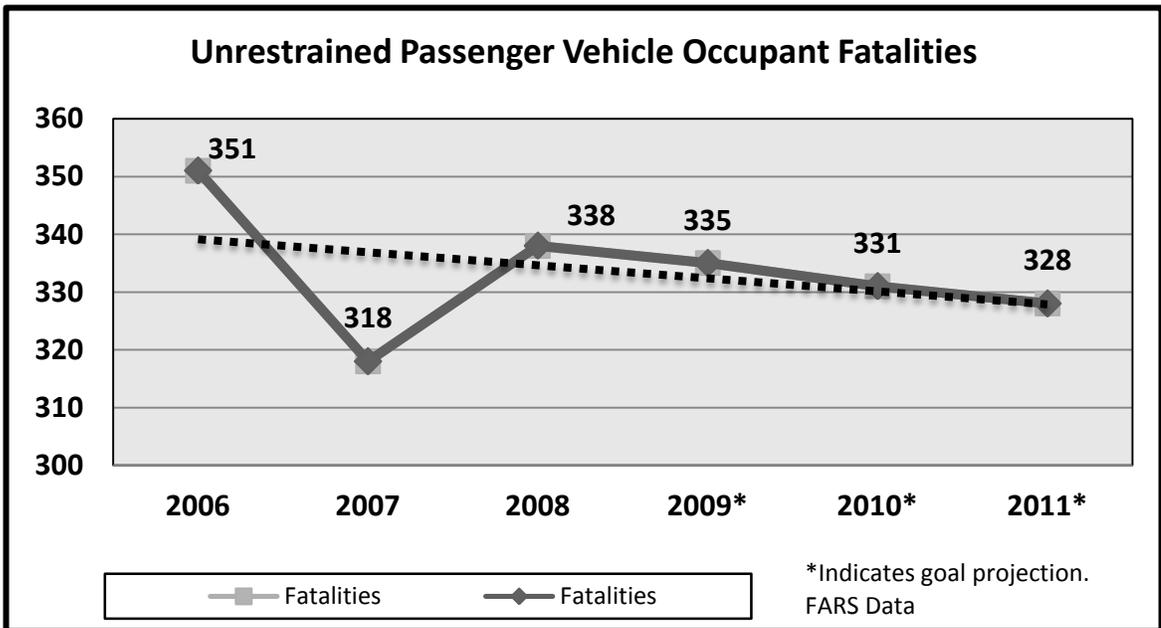
Oklahoma's fatality rate has decreased steadily since 2007, from 1.61 VMT to an estimated 1.53 VMT for 2009. The trend line suggests a continued decrease for 2010 and 2011.



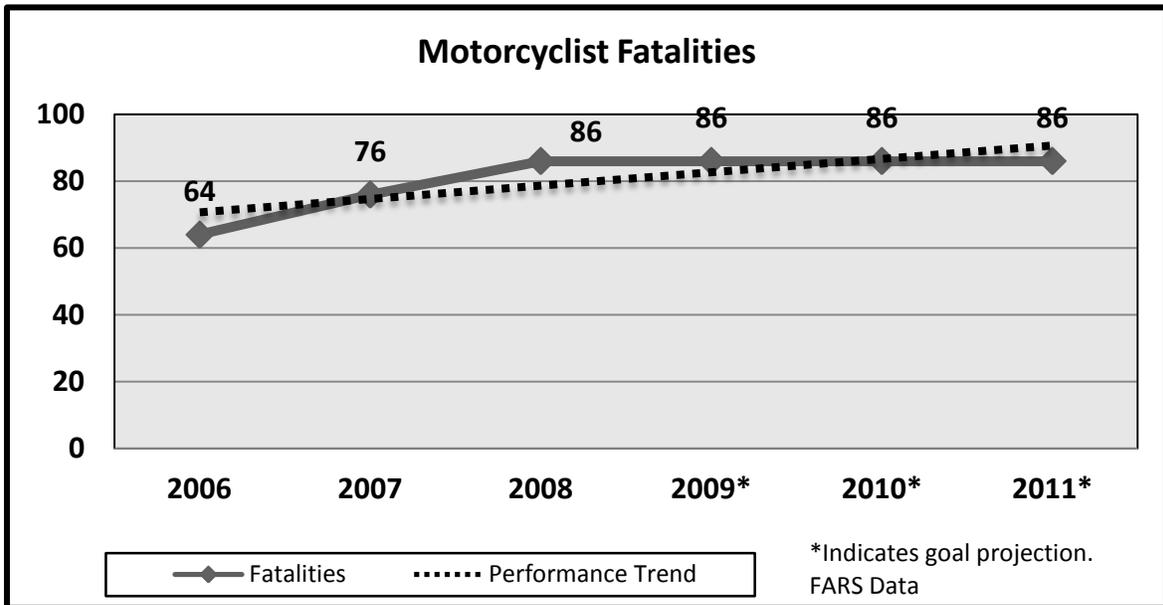
Fatalities in alcohol-impaired traffic crashes increased steadily from 2006 to 2008. Projections indicate a slight decrease in alcohol-impaired traffic crash fatalities for 2009, 2010 and in line with our goal for 2011.



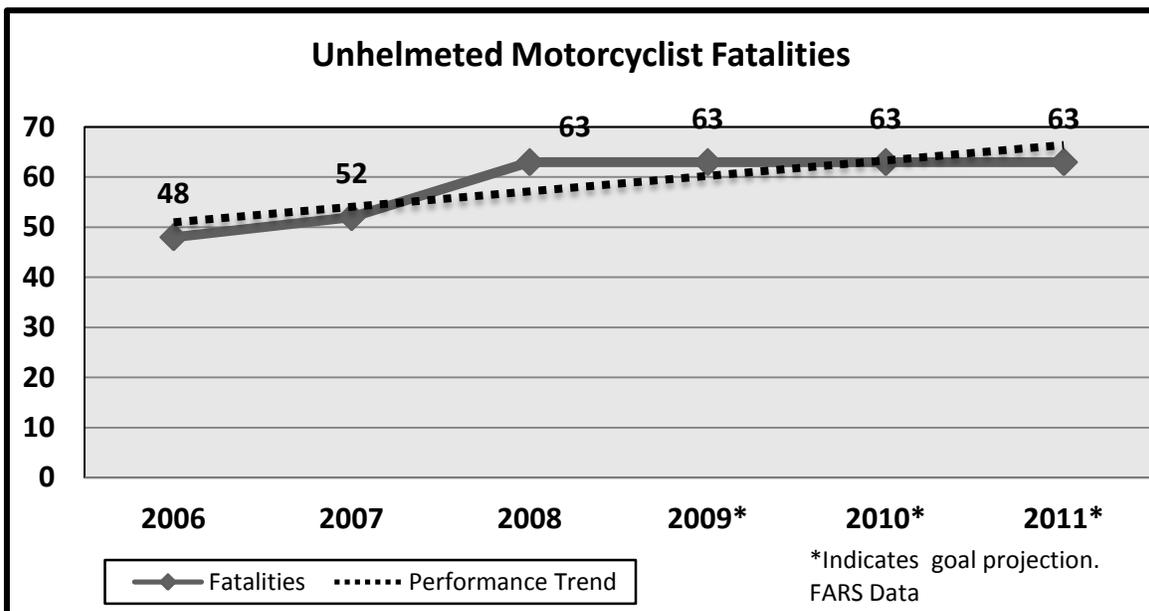
Fatalities in speed-related crashes decreased 20.8% from 2006 to 2007. After a slight increase in 2008, the number of speed-related traffic fatalities is projected to decrease slowly in 2009 and 2010 and in line with our goal for 2011.



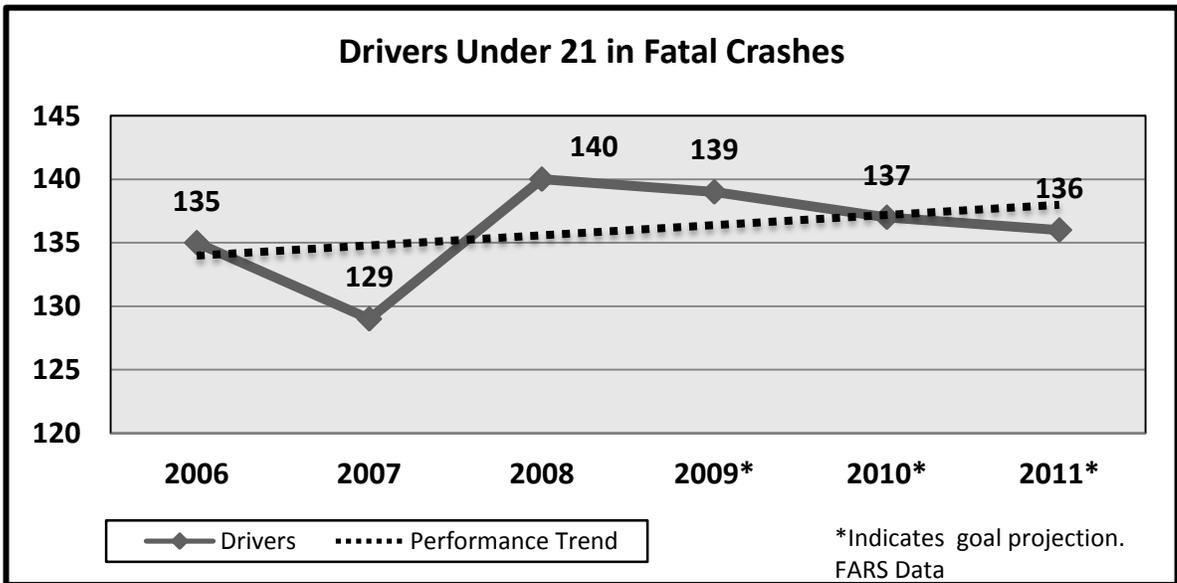
The number of unrestrained fatalities decreased significantly from 2006 to 2007. This drop from 351 to 318 represents a 9.4%. 2008 saw an increase, but only slightly above the long range projection. Those projections indicate a steady decrease for 2009, 2010 and are in line with our goal for 2011.



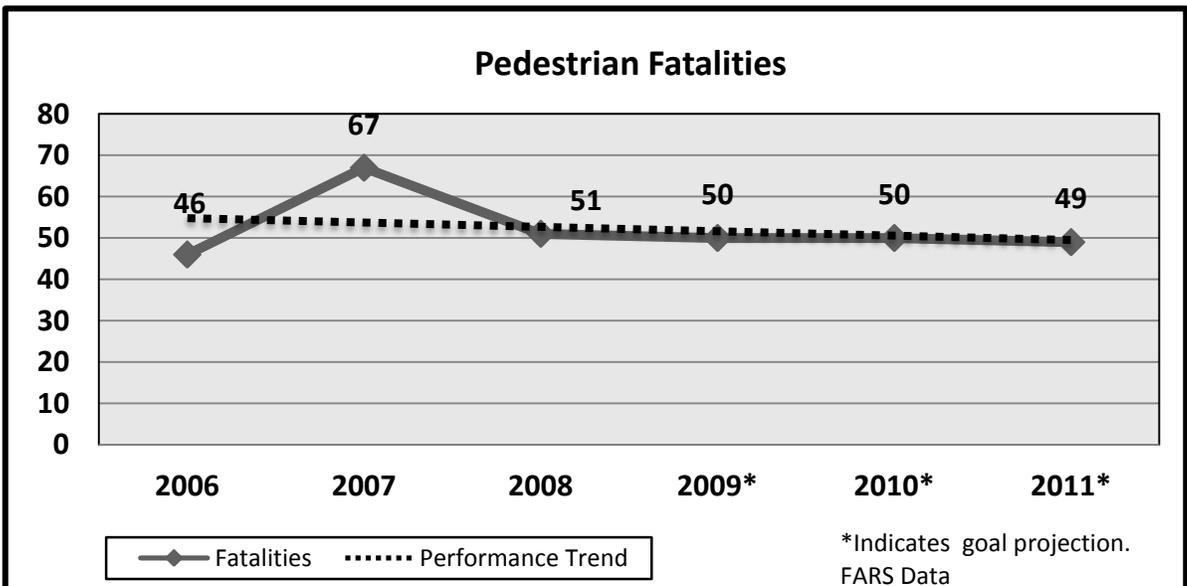
The number of motorcyclist fatalities increased for 2006, 2007 and 2008. With the ever increasing number of motorcycle registrations in Oklahoma, our goal for 2009 and beyond has been to prevent an increase in that number, although the trend line suggests an increase.



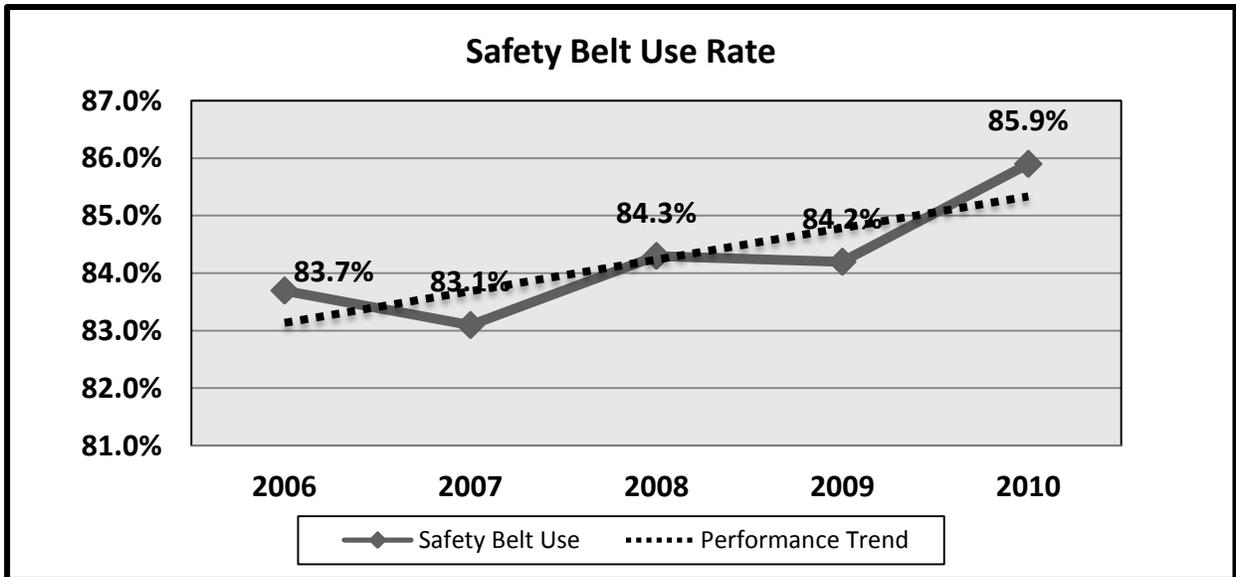
The number of un-helmeted motorcyclist fatalities increased slightly in 2006, 2007 and 2008. Although our goal is to prevent an increase, the trend line suggests an increase for 2009 and beyond.



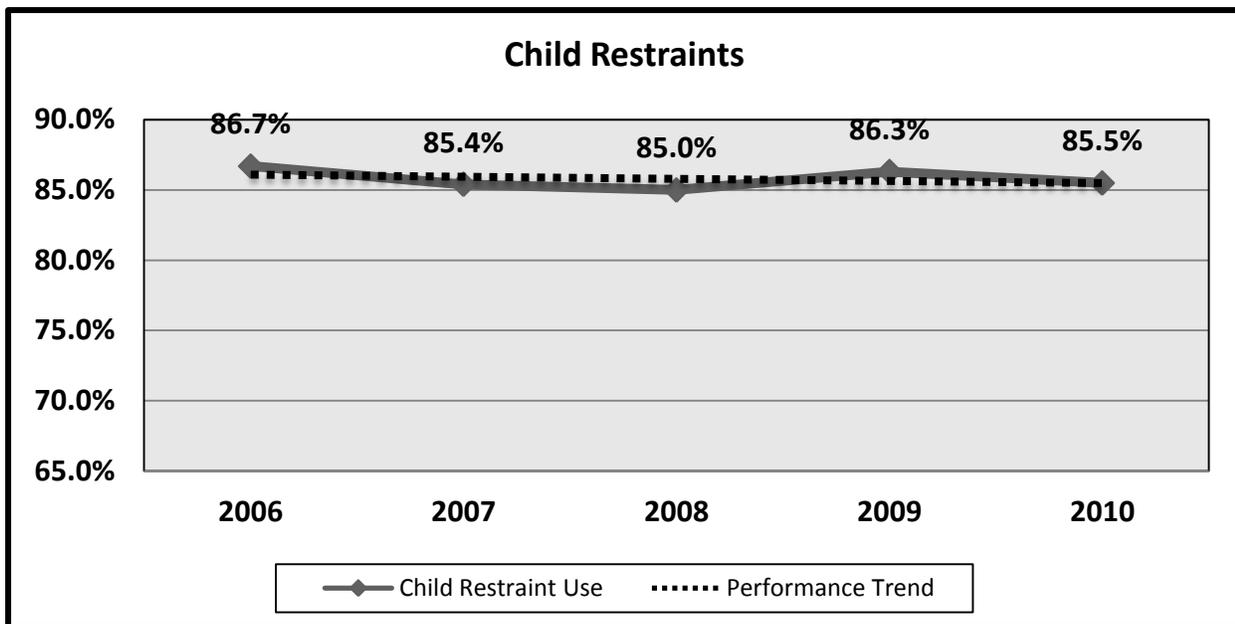
The number of drivers under age 21 involved in fatal crashes decreased by 6 from 2006 to 2007, but increased by 11 in 2008. While the trend line suggests a continued increase, our goal is to reduce that number to 136 by 2011.



Other than an anomaly in 2007, pedestrian fatalities in Oklahoma have remained relatively stable. In 2008 there were 51 pedestrian fatalities and the trend line suggests a very slight decrease and supports our goal of 49 fatalities for 2011.



Seat belt use rates in Oklahoma ‘plateaued’ between 2006 and 2009, with very little change. In early 2010, we implemented an aggressive enforcement and awareness program to increase Oklahoma belt use. The official 2010 survey indicates an improved rate of 85.9%!



Oklahoma’s CPS use rate has remained relatively unchanged since 2006. Between that date and the recent 2010 survey, we show a slight reduction from 86.7% to 85.5% (1.2%). It is our belief that changes to our CPS program during FY 10 and those pending for FY 2011 will result in an increase.

HIGHWAY SAFETY PLANNING PROCESS

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, state, county and local law enforcement agencies, as well as a variety of traffic safety advocacy and minority concern groups.

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 at least four years of state crash data and an estimation of the immediate past year's crash data in order to determine the nature of our traffic safety challenges. 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 the need is greatest. 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. OHSO's Problem Identification data are used for internal processes, such as application evaluation, ranking and program selection. Annual goals are established using the latest FARS data (or State data in the absence of specific FARS data).

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 6 makes regular input for consideration, and the OHSO participates in strategic planning with 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 statewide law enforcement personnel on a regular basis.

The OHSO also chairs regular meetings of the Oklahoma Highway Safety Forum, a traffic safety advocacy groups, consisting of senior representatives of OHSO, FHWA, FMSCA,

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, Assistant Director, Chief of Highway Safety Programs, Program Managers, data analysts, and resource and administrative staff personnel) also consider 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. We do not rely solely on unsolicited grant applications, but use a proactive process of identifying areas of the state where low seat belt use rates and higher than normal collisions would benefit from additional enforcement, education or awareness programs. Agencies in these areas are requested to partner with OHSO to design programs to address specific causal factors at high crash locations.

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.

March: Host annual statewide workshop to discuss issues and future priorities with partners. Set performance goals and objectives, and benchmarks. Receive local government applications at OHSO. Complete Problem Identification.

April: Implement project selection process.

April – May: When required, receive Department of Central Services applications. Program and project selections completed.

- June:** Send out project selection letters.
- June-July:** Develop grant agreements.
Create Highway Safety Plan/Performance Plan (HSP/PP).
- August:** Submit HSP/PP.
- September:** Draft grant agreements.
- October:** Implement grant agreements and contracts.
- November:** Draft Annual Report.
- December:** Submit Annual Report.

ESTABLISHING GOALS AND PERFORMANCE MEASURES

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. NHTSA's performance measures, published in the Region 6 Regional Action Plan, are considered and reviewed for consistency with OHSO's performance measures. These sessions, held during the year, used the problem identification based on data analysis and the Oklahoma Crash Facts Book as well as FARS 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. These meetings are conducted at least twice a year; prior to HSPP and Annual Report submission. 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 five 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.

PARTICIPANTS AND 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 6 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. Each year a traffic safety forum is conducted where issues and priorities are discussed with partners.

The OHSO also chairs regular meetings of the 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.

PERFORMANCE MEASURES

To reduce the total number of traffic fatalities by 1% annually from 749 in 2008 to 727 in 2011.

To reduce the number of serious traffic related injuries by 1% annually from 16,398 in 2008 to 15,757 in 2011 (State data).

To reduce the number of traffic related fatalities per 100 million vehicle miles traveled by .01 (F/VMT) annually from 1.54% in 2008 to 1.51% in 2011.

Alcohol/Impaired Driving Measure

To reduce the number of fatalities involving drivers or motorcycle operators with .08+ BAC by 1.0% annually from 244 in 2008 to 237 in 2011.

Occupant Protection Measures

To reduce the number of unrestrained occupant fatalities, all seating positions by 1% annually from 338 in 2008 to 328 in 2011.

To increase the safety belt use rate from 85.9% in 2010 to 87% in 2011.

Speed Measure

To reduce the number of speed related fatalities by 1% annually from 221 in 2008 to 214 in 2011.

Motorcycle Safety Measures

To prevent an increase in the number of motorcyclist fatalities (86 in 2008 to 86 in 2011)

To prevent an increase in the number of un-helmeted motorcyclist fatalities (63 in 2008 to 63 in 2011)

Pedestrian Safety Measure

To reduce the number of pedestrian related fatalities by 1% annually from 51 in 2008 to 49 in 2011.

Youthful Driver Measure

To reduce the number of drivers age 20 and under in fatal traffic crashes by 1% annually from 140 in 2008 to 136 in 2011.

Railroad Safety Measure

To reduce the number of at grade railroad crossing injuries and fatalities by 10% from 25 in 2009 to 23 in 2010 (state data).

Performance Measures*	Baseline			Current**	Projected**	Short Term Goal	Intermediate Goal	Long Term Goal
	2006	2007	2008	2009	2010	2011	2012	2013
Overall								
Number of Traffic Fatalities	765	766	749	742	734	726	719	712
Number of Serious Injuries***	17488	17663	16458	16077	15916	15910	15751	15593
Fatalities/ VMT	1.57	1.61	1.54	1.53	1.52	1.51	1.50	1.49
Rural	2.53	2.36	2.25	unk	na	na	na	na
Urban	0.7	0.92	0.89	unk	na	na	na	na
Occupant Protection								
Number of Fatalities Involving driver or mc operator with .08+ BAC	199	223	244	242	239	239	237	235
Number of Grant Funded Impaired Driving Arrests	UNK	UNK	4407	2948	na	na	na	na
Speed								
Number of Speed Related Fatalities	269	213	221	219	217	214	212	210
Number of Grant Funded Speeding Citations	UNK	UNK	34055	36987	na	na	na	na
Motorcycle Safety								
Number of Motorcycle Fatalities	64	76	86	86	86	86	86	86
Number of Unhelmeted Motorcyclists Fatalities	48	52	63	63	63	63	63	63
Pedestrian Safety								
Number of Pedestrian Fatalities	46	67	51	50	50	49	49	49
Youth								
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	135	129	140	139	137	136	134	133

*using FARS data unless noted

**based on available data and trend projection /
2010 seat belt use is actual data

*** state data

OHSO ORGANIZATIONAL CHART



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 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 11, the OHSO has determined that western Oklahoma merits 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 and Occupant Protection 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.

Impaired Driving, Speeding and Occupant Protection Surveys

In July 2010, the first combined impaired driving, speeding and occupant protection ‘attitude survey’ was conducted in order to evaluate public attitudes regarding those topics. The results of that survey will be discussed in the FY 2010 Annual Report. The survey will be conducted again in FY 2011 and possibly refined after reviewing the FY 2010 survey. These surveys will assist us in evaluating and planning future programs.

HIGHWAY SAFETY PLAN

HSP PROJECT LISTING BY PROGRAM (FUND) AREA

OHSO carefully monitors all projects to ensure the appropriate use of restricted funds; Sections 402, 406, 408, 410, 2010, etc. On occasion, projects may be provided funding from more than one fund source. When this is done, that project is listed in this document under the program area responsible for the majority of the funding. Therefore a project receiving 60% Section 402 funds for Police Traffic Services activities and 40% Section 410 funds for impaired driving activities, will be listed under PTS, with both funding sources listed. Grant agreements delineate between the separate fund sources and activities are carefully tracked and billed to the appropriate fund.

PLANNING AND ADMINISTRATION

Planning and Administration Objectives

To efficiently create, administer and evaluate Federal grant programs to achieve progress toward national and state goals to reduce fatalities and injuries 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 Administrative 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.

Planning and Administration Program Funding

Project Number: PA-11-07-01-00
Project Name: Planning and Administration
Agency: OHSO
Budget: \$312,000 Section 402
 \$312,000 State of Oklahoma

Description: Personnel services to manage and provide administrative services for all Oklahoma Highway Safety Programs include: (expressed as a percentage of federal funding used for each full time position).

- 50% Director
- 50% Assistant Director
- 50% Chief of Resources
- 50% Accountant
- 50% Secretary
- 100% Administrative Technician

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

Planning and Administration: Budget Summary

Project Number					Project Name	Budget	Budget Source
PA-	11-	07-	01-	00	Planning & Administration	312,000.00	Section 402
						312,000.00	State of Oklahoma
402 Total						312,000.00	
Total All Funds						624,000.00	

ALCOHOL / IMPAIRED DRIVING

Alcohol / Impaired Driving Problem Identification

Unfortunately, alcohol and drug-related fatalities were up in 2008 and early estimates indicate only very minor reductions for 2009 and 2010. In 2008 there were 244 fatal Alcohol/Drug related fatalities. The previous year there were 223 fatalities; an increase of 21, or 9.4%.

Alcohol / Impaired Driving Objective

To reduce Alcohol/Drug-Related fatalities involving driver or m/c operator with .08% BAC by 1.0% annually (244 in 2008 to 237 in 2011)

Alcohol / Impaired Driving 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.
- **Provide sustained enforcement of drinking and drugged drivers by funding and supporting State and local law enforcement programs. Market, coordinate and support multi-agency impaired driving enforcement programs.**
- 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. OHSO is focusing on ensuring ARIDE training is available to Oklahoma law enforcement officers, as SFST training is now provided during all CLEET certified officer basic programs.
- 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 2010, January 2011, June, 2011, July, 2011 in support of impaired driving (Section 410) program.
- Provide incentive awards to noncontract agencies in order to encourage participation in the DDOLUA campaign. Discourage drunk driving and underage drinking through media campaigns, sports marketing, earned media, and other community events (see Paid Media section on page 57).

- 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.

Alcohol / Impaired Driving Countermeasure Programs

Community Impaired Driving Projects

Project Number: Multiple: See Impaired Driving Budget Summary
Project Title: Community Impaired Driving Enforcement Programs
Agencies: 10 LE Agencies (See Description below and AL Budget Summary)
Budget: See Alcohol Budget Summary **Section:** 402 and 410

Description: Each participating agency will conduct aggressive impaired driving enforcement programs. Agencies will use full time officers/deputies working on an overtime basis to enforce impaired driving laws. Shifts will be scheduled at times most likely to detect impaired driving offences and at locations with a history of such violations. These agencies will incorporate active Public Information and Educational programs, by working with local schools, civic groups and various media outlets. Agencies will be encouraged to use officers trained in the detection of impaired drivers through programs such as SFST, ARIDE and DRE.

Community Impaired Driving Project include: Blackwell PD, Blanchard PD, Cleveland County SO, Drumright PD, Kay County SO, Newcastle PD, Oklahoma City PD (AL and OP components: See OP Section), Oklahoma County SO, OU PD, Tahlequah PD.

The Tulsa County Sheriff’s Office (PT-11-03-27-04 / K8-11-03-09-04) is split funded. TCSO is listed under PTS, as the majority of their funding is allocated from Section 402. The K8 portion of their project is \$38,850.00 and will be used for impaired driving enforcement activity. (See page pages 45 and 48 for complete funding information)

Project Number: AL-11-03-98-01
Project Title: Targeted AL Communities
Agency: Multiple (TBD)
Budget: \$60,000.00 **Section:** 410

Description: OHSO has budgeted \$60,000 of Section 410 funding (in addition to \$80,000 of Section 402 funding) to address areas of the state that are overrepresented in Impaired Driving collisions, from which no application has been received. OHP LEL’s will make initial contact with key agencies in these areas in order to gauge interest in partnering with OHSO. An undetermined number of Grant agreements will be initiated later in FY 2011 as agencies commitments are secured. At the appropriate time, HSP changes will be submitted to document grant agreement numbers and funding amounts.

Training, Educational and Other Alcohol Programs

Project Number: AL-11-02-01-15
Project Title: Tulsa Community Services Council CRASHs Court
Agency: Tulsa Community Services Council
Budget: \$75,000.00 **Section:** 402

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. The project will be developed for implementation throughout Oklahoma, and will allow numerous communities access to the program, with technical assistance and training provided by the Community Services Council (CSC) of Greater Tulsa.

Project Number: AL-11-02-02-08
Project Title: District Attorneys Council Traffic Safety Resource Prosecutor (TSRP)
Agency: Oklahoma District Attorneys Council
Budget: \$110,000.00 **Section:** 402

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 attorney to oversee the Traffic Safety Resource Prosecutor (TSRP). The TSRP will prepare written material, conduct seminars and provide legal assistance to Oklahoma prosecutors and law enforcement personnel with regard to traffic safety.

Project Number: AL-11-02-03-11
Project Title: Norman PD Drug Recognition Expert (DRE) Program
Agency: Norman Police Department
Budget: \$35,000.00 **Section:** 402

DESCRIPTION: The Norman Police Department will conduct a Drug Recognition Expert (DRE) school in accordance with published federal guidelines and curriculum, which consists of nine days classroom instruction, hands-on drug evaluation training, and a final exam. 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. Each student successfully completing the course will be granted DRE certification.

Project Number: AL-11-02-04-10
Project Title: Oklahoma Association of Chiefs of Police ARIDE
Agency: Oklahoma Association of Chiefs of Police (OACP)
Budget: \$61,947.00 **Section:** 402

DESCRIPTION: In order to reduce the number of crashes, injuries, and deaths caused by impaired driving in Oklahoma, the Oklahoma Association of Chiefs of Police will provide Advance Roadside Impaired Driving Enforcement (ARIDE) training courses as developed by NHTSA to law enforcement officers statewide. In addition to Standard Field Sobriety Testing (SFST) training, this course provides officers with more advanced skills in recognizing signs and symptoms of alcohol and other drug impairments. This proactive approach, along with training in description and documentation of observations, will promote officers' confidence and increase enforcement actions related to impaired driving.

Project Number: K8-11-02-01-02
Project Title: OU State Judicial Educator
Agency: University of Oklahoma Continuing Legal Education
Budget: \$75,000.00 **Section:** 410

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.

Project Number: K8-11-05-02-03
Project Title: OSBI Impaired Driving Testing Program
Agency: Oklahoma State Bureau of Investigation
Budget: \$73,245.00 **Section:** 410

DESCRIPTION: A full-time technician/chemist will be employed to operate the GC/MSD (gas chromatograph/mass selective detector) analysis machine. He will devote 100% of his/her time to the analysis of blood samples submitted to the OSBI laboratory for the prosecution of drug impaired driving cases. The services of the skilled technician will provide an efficient evaluation in a more timely manner, resulting in increased prosecution rates and fewer plea agreements.

Project Number: AL-11-05-02-00
Project Title: Impaired Driving Public Attitude Survey
Agency: OHSO
Budget: \$10,000.00 **Section:** 402

Description: OHSO will contract with an appropriate party to conduct a survey of the attitudes of Oklahomans regarding impaired driving issues. The intent of this survey is to determine support for current and past efforts and to gauge the nature of resistance in order to design future programs. **(This will be done in conjunction with the occupant protection and speed surveys.)**

Statewide Impaired Driving Projects Supporting Section 410 Grant Program

Project Number: K8-11-03-08-04
PT-11-03-15-04
Project Title: Oklahoma County Traffic and Impaired Driving Enforcement
Agency: Oklahoma County Sheriff's Office
Budget: \$110,500.00 **Section:** 410
\$ 89,500.00 402

Description: This overtime traffic enforcement project will involve Oklahoma County patrol and traffic deputies working overtime shifts targeting general traffic and impaired driving enforcement. Efforts will be focused on 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 implemented to increase awareness concerning highway safety. A full-time deputy will be employed to operate the CRASHs 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 CRASHs 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 (see page 47, PTS Budget Summary).

Project Number: K8-11-03-05-05
Project Title: OHP Statewide Alcohol / Impaired Driving Enforcement
Agency: Oklahoma Highway Patrol
Budget: \$600,000.00 **Section:** 410

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.

In-House Impaired Driving Projects

Project Number: AL-11-07-01-00
K8-11-07-01-00
Project Title: Alcohol and Other Drugs Program Area Management
Agency: OHSO
Budget: \$56,000.00 **Section:** 402
\$49,500.00 **Section:** 410

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:

- 80% Program Manager
- 25% Program Manager
- 25% Chief, Plans and Programs

Travel and training will be included in this project area for monitoring, workshops, and seminars. If necessary, funding will be provided for audits for sub-recipients to assure that federal funds are safeguarded from fraud, waste and abuse.

Project Number: AL-11-04-01-00
Project Title: Statewide Alcohol PI&E Programs
Agency: OHSO
Budget: \$1,000.00 **Section:** 402

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 treat risk that stems from drinking and driving, both in terms of their physical health and form 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 OHOSO's film/video library. OHSO will participate in campaigns and mobilizations with special emphasis on driving while intoxicated and deterrence of underage drinking.

Alcohol: Budget Summary

Project Number					Project Name	Budget	Budget Source
AL-	11-	02-	01-	15	Comm Serv Council - CRASHs Court	75,000.00	Section 402
AL-	11-	02-	02-	08	District Attorney's Council	110,000.00	Section 402
AL-	11-	02-	03-	11	Norman PD - DRE	35,000.00	Section 402
AL-	11-	02-	04-	10	Okla Assoc of Chiefs of Police - ARIDE	64,047.00	Section 402
AL-	11-	03-	01-	01	Blackwell PD Community AL	12,000.00	Section 402
AL-	11-	03-	02-	03	Kay County SO Community AL	30,000.00	Section 402
AL-	11-	03-	03-	02	OU PD Community AL	10,000.00	Section 402
AL-	11-	03-	04-	09	Tahlequah PD Community AL	18,000.00	Section 402
AL-	11-	04-	01-	00	PI&E - IN-House Programs	1,000.00	Section 402
AL-	11-	05-	02-	00	Survey – Attitude	10,000.00	Section 402
AL-	11-	07-	01-	00	Program Area Management	56,000.00	Section 402
K8-	11-	02-	01-	02	Oklahoma University – SJE	75,000.00	Section 410
K8-	11-	03-	01-	01	Blanchard PD Community AL	12,000.00	Section 410
K8-	11-	03-	02-	01	Cleveland County SO Community AL	32,200.00	Section 410
K8-	11-	03-	03-	02	Drumright PD Community AL	15,000.00	Section 410
K8-	11-	03-	04-	01	Newcastle PD Community AL	18,000.00	Section 410
K8-	11-	03-	05-	05	OHP	600,000.00	Section 410
K8-	11-	03-	06-	04	OHP - LELs	33,793.00	Section 410
K8-	11-	03-	11-	01	Canadian County SO Community AL	30,000.00	Section 410
K8-	11-	03-	12-	01	Weatherford PD Community AL	10,000.00	Section 410
K8-	10-	03-	98-	01	Targeted LE Programs	60,000.00	Section 410
K8-	11-	05-	02-	03	OSBI	73,245.00	Section 410
K8-	11-	07-	01-	00	Program Area Management	49,500.00	Section 410
K8-	11-	07-	99-	00	State Match	1,008,738.00	State of Oklahoma
402 Total						416,820.00	
410 Total						1,008,738.00	
State Fund Total						1,008,738.00	
Total All Funds						2,434,296.00	

Section 410 funded programs are planned only for activities authorized in 23 CFR 1313.6

MOTORCYCLE SAFETY

Motorcycle Safety Problem Identification

Unfortunately, serious injury and fatality motorcycle collisions continue to increase in Oklahoma, as motorcycle registrations climb. Our state experienced 64 motorcycle fatalities in 2006, 76 in 2007 and 86 in 2008. State data and our projections for through 2011 tend to suggest additional increases.

Motorcycle Safety Objectives

To prevent an increase in the number of motorcycle fatalities from 86 in 2008 to 86 in 2011.

To prevent an increase in the number of un-helmeted motorcyclists in fatalities from 63 in 2008 to 63 in 2011.

Motorcycle Safety Strategies

OHSO is positioned to take a leading role in reducing the number of motorcycle collisions in our state. Recent legislation is providing additional state funds and has realigned the state's Motorcycle Safety Advisory Committee. Our strategies will include:

- Serving as the focal point for the State's Motorcycle Advisory Committee. New legislation has realigned the committee's membership, with an OHSO employee currently serving as committee chair. That committee will evaluate and adjust strategies for statewide programs and for the appropriate use of state funds directed at motorcycle safety.
- Promoting motorcycle safety through brochures, community events, fairs and other public informational opportunities. Market motorcycle safety through our media contractor.
- Supporting and marketing the State's motorcyclist safety training programs.
- Supporting Edmond PD's very successful, statewide motorcycle safety and share the road training program, established with OHSO funding in FY 2010.
- Conducting motorcyclist awareness programs such as "Share The Road".
- Providing public information, awareness and enforcement of impaired driving of motorcyclists.
- Continuing to work with various motorcycle advocacy groups and to continue to seek legislation to improve the safety of motorcyclists in Oklahoma.

Motorcycle Safety Enhancement Programs

Project Number: K6-11-02-01-05
Project Title: Edmond Motorcycle Safety Program
Agency: Edmond Police Department
Budget: \$58,400.00 **Section:** 2010

Description: The OHSO and the Edmond Police Department will work together in the development of a two phase program as : 1) a Motorcycle Awareness Program that will provide public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, such as the "share-the-road" safety messages developed using Share-the-Road model language; and 2) the expansion and delivery of a Motorcyclist Safety Training Curricula for the purpose of educating motorcycle riders in safe operation of motorcycles. This will be the second year for Edmond's program, with FY 2010 showing great promise for expansion in FY 2011.

Motorcycle Safety: Budget Summary

Project Number					Project Name	Budget	Budget Source
MC-	11-	07-	01-	00	Program Area Management	\$ 500.00	Section 402
K6-	11-	02-	01-	05	Edmond PD	\$58,400.00	Section 2010
402 Total						500.00	
2010 Total						58,400.00	
Total All Funds						58,900.00	

OCCUPANT PROTECTION

Occupant Protection Problem Identification

A comparison of the summer 2009 and the summer 2010 survey results indicates a significant increase in seat belt use. The official state survey indicates an increase from 84.2% to 85.9%.⁸

Overall, the combined percentage of children who were properly restrained has remained relatively unchanged since 2006 (-0.08%). The 2010 survey indicated an overall use rate of 85.5% compared with 86.3% for 2009.

Occupant Protection Objectives

To increase safety belt use to 87% by 2011 and 89% by 2013 (long term)

Occupant Protection Strategies

During FY 2009, the total number of written occupant protection contacts made by all funded law enforcement agencies was 18,152. For FY 2011, 11 law enforcement agencies in central Oklahoma and 2 in southern Oklahoma will devote their resources to improving seat belt use rates within their communities through specific Occupant Protection Enforcement grant agreements. Those communities were chosen because of their relatively low seat belt use rates, with a special focus on the OKC metropolitan area, where rates are well below the state rate. Strategies include:

- **Providing sustained enforcement of seat belt and child passenger laws by supporting State and local law enforcement programs.**
- Increasing seat belt use through the services of a full time LE Occupant Protection Specialist.
- Implementing strategies included in our OP PEP plan to improve state wide seat belt use rates.
- Promoting seat belt use through paid and earned media, sports venues, and other community events and fairs (See Paid Media Section, page 57).
- Conducting annual occupant protection surveys.
- Providing education and free child safety seats to eligible low-income parents.
- Promoting the proper use of child restraint systems by providing Technical Update training and Technician Certification training.
- Continuing to expand existing CPS programs to include more rural areas of Oklahoma.
- Supporting 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.)
- Providing incentive awards to noncontract agencies in order to encourage participation in the CIOT campaign.
- Continuing occupant protection emphasis in all funded projects and promote increased child passenger safety use in minority populations.
- Promoting and support high visibility law enforcement, paid and earned media (See PTS Section page 43).

⁸ Thomas E. James, Ph.D. Statewide Safety Belt Survey: 2010., University of Oklahoma. Norman, Oklahoma.

Occupant Protection Improvement Programs

Project Number: OP-11-02-01-13
Project Title: Safe Kids Oklahoma Statewide Child Passenger Safety Program
Agency: Safe Kids Oklahoma
Budget: \$260,500.00 **Section:** 402

Description: Safe Kids Oklahoma will use experienced staff members to implement a Statewide Child Passenger Safety Program to include hosting and assisting with car seat check events, providing National Child Passenger Safety training certification classes, serve as the child restraint distributor for permanent fitting stations, and outreach with emphasis on rural areas of Oklahoma. Project personnel will track the number of events hosted, seat checks performed, the number of permanent fitting stations, the number of classes provided, the number of new technicians trained and progress on rural outreach each month. In addition, Safe Kids Oklahoma will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

Project Number: OP-11-02-02-11
Project Title: Tulsa Area Safe Kids CPS Program
Agency: Tulsa Area Safe Kids
Budget: \$39,500.00 **Section:** 402

Description: The Tulsa Area Safe Kids will use experienced staff members to implement a Tulsa metro area Child Passenger Safety Program to include hosting and assisting with car seat check events. Project personnel will track the number of events hosted and seat checks performed each month. In addition, Tulsa Area Safe Kids will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

Community Occupant Protection Projects

Project Number: Multiple
Project Name: Community Law Enforcement Occupant Protection Programs
Agency: 13 LE Agencies (See Description below and OP Budget Summary)
Budget: See Budget Summary

Description: In an effort to increase seat belt use rates statewide, OHSO will provide funding to a number of select communities where seat belt use rates are below the statewide average. Our main focus will be on increasing belt use rates in central Oklahoma where use rate is below the statewide average. Law enforcement officers in those communities will enforce occupant protection laws, conduct seat belt checkpoints and seatbelt enforcement zones. Officers will also work special emphasis in support of regional/national traffic safety campaigns as set forth by OHSO and NHTSA. Each community will be required to conduct pre and post program surveys in order to gauge the effectiveness of their programs. In addition to enforcement efforts, communities will promote seat belt and child passenger restraint use through public information and educational efforts. **Community Occupant Protection Programs include:** Bethany PD,

Durant PD, Forest Park PD, Guthrie PD, Lawton PD, Logan County SO, Midwest City PD, Moore PD, Norman PD, Oklahoma City PD (OP and AL projects, see AL Section), Purcell PD, Warr Acres PD, Yukon PD.

Other Occupant Protection Projects

Project Number: OP-11-05-01-00
Project Name: OU Occupant Protection Survey
Agency: Oklahoma University
Budget: \$56,000.00 Section 402

Description: The Institute of Public Affairs of the University of Oklahoma will conduct a statewide observational survey of safety belt and child restraint usage at 100 locations across the state during the summer of 2011. 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.

Project Number: OP-11-05-02-00
Project Name: OP Attitude Survey
Agency: OHSO
Budget: \$10,000.00 Section 402

Description: *OHSO will contract with an appropriate party, using NHTSA/GHSA questions, to evaluate attitudes of Oklahomans regarding occupant protection, speeding and impaired driving issues.* The survey results will be used to determine support for current and past efforts and to assist in designing future programs.

In-House Occupant Protection Projects

Project Number: OP-11-04-01-00
Project Name: Occupant Protection PI&E
Agency: OHSO
Budget: \$2,500.00 Section 402

Description: OHSO will research, develop and distribute printed materials necessary promote occupant protection issues in Oklahoma. 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.

Project Number: OP-11-07-01-00
Project Name: Occupant Protection Program Area Management
Agency: OHSO
Budget: \$236,000.00 Section 402

Description: Program management for projects within the Occupant Protection Program Area will be provided by the following personnel positions to monitor and oversee programs. Travel and training may be included in the project for monitoring, workshops, and seminars

100% OHP OP Coordinator
 25% Chief, Plans and Programs
 75% One Program Manager
 50% One Program Manager

Occupant Protection: Budget Summary

Project Number					Project Name	Budget	Budget Source
OP-	11-	02-	01-	13	OK SafeKids	260,500.00	Section 402
OP-	11-	02-	02-	11	Tulsa Area SafeKids	39,500.00	Section 402
OP-	11-	03-	01-	08	Bethany PD	22,000.00	Section 402
OP-	11-	03-	02-	08	Durant P D	36,000.00	Section 402
OP-	11-	03-	04-	01	Forest Park PD	8,850.00	Section 402
OP-	11-	03-	05-	08	Guthrie P D	18,000.00	Section 402
OP-	11-	03-	06-	08	Lawton PD	70,000.00	Section 402
OP-	11-	03-	07-	02	Logan County SO	14,600.00	Section 402
OP-	11-	03-	08-	08	Midwest City PD	75,000.00	Section 402
OP-	11-	03-	09-	06	Moore P D	65,000.00	Section 402
OP-	11-	03-	10-	03	Norman PD	80,500.00	Section 402
OP-	11-	03-	11-	07	Oklahoma City PD	100,000.00	Section 402
K8-	11-	03-	07-	07	Oklahoma City PD	100,000.00	Section 410
OP-	11-	03-	12-	07	Purcell PD	20,000.00	Section 402
OP-	11-	03-	13-	01	Warr Acres PD	10,000.00	Section 402
OP-	11-	03-	14-	03	Yukon PD	30,000.00	Section 402
OP-	11-	04-	01-	00	PI&E - IN-House Programs	2,500.00	Section 402
OP-	11-	05-	01-	00	Seat Belt & Child Restraint Surveys	56,000.00	Section 402
OP-	11-	05-	02-	00	Survey - Attitude	10,000.00	Section 402
OP-	11-	07-	01-	00	Program Area Management	236,000.00	Section 402
K8-	11-	07-	99-	00	State Match	100,000.00	State of Oklahoma
402 Total						1,154,450.00	
410 Total						100,000.00	
State Funds Total						100,000.00	
Total All Funds						1,254,450.00	

POLICE TRAFFIC SERVICES

Police Traffic Services Problem Identification*

In Oklahoma:

- There were 646 persons **killed** in crashes in 2009 (down 4.0% from 2008)
- There were 33,704 persons **injured** in all crashes in 2009.
- There were 209 persons **killed in alcohol related crashes** in 2009.
- There were 3,452 persons **injured in alcohol related** crashes in 2009.
- There were 7,139 persons killed or injured in **unsafe speed** related crashes in 2009.
- There were 1,636 **motorcyclists** involved in crashes in 2009.
- There were 87 **motorcyclist killed** (4.4% of 1,636 involved) in 2009.
- There were 1,576 **motorcyclists injured** in crashes (79.9% of 1,636) in 2009.
- There were 12,563 **failure to yield** crashes (17.6% of 71,219) in 2009.
- There were 25 persons killed or injured in **train involved** crashes in 2009.
- There were 598 persons involved **in pedestrian involved** crashes in 2009 (32 were killed).

* Most current state data

Police Traffic Services Objective

To reduce the number of speed related fatalities by 1% annually (221 in 2008 to 214 in 2011).

Police Traffic Services Strategies

Police Traffic Safety programs provide a variety of traffic enforcement and community education services, depending upon the specific needs of the community. Speeding, aggressive and impaired driving issues are all addressed through general PTS programs. Our strategies for addressing general traffic issues include:

- **Supporting sustained enforcement by state and local law enforcement officers of drug and alcohol impaired drivers, seatbelt use, and driving in excess of posted speed limits, by funding general Police Traffic Service contracts statewide.**
- Encouraging and supporting STEP projects focused on alcohol, speed, distracted and aggressive driving and occupant protection.
- Supporting and requiring (of OHSO contracted LE agencies) participation in National and State Mobilizations such as “Click it or Ticket,” and “Drunk Driving. Over the Limit. Under Arrest.”. All designated law enforcement agencies in the HSP are contractually required to participate in these mobilization events.
- Providing incentives for non-contract law enforcement agencies in major mobilizations to encourage participation and reporting.
- Supporting law enforcement and non-law enforcement efforts to address young driver issues.
- Providing advanced crash investigation classes for law enforcement agencies to improve data collection and analysis, through our Safe Communities organizations.
- Promoting responsible driving through media campaigns, sports events, fairs and other community events.
- Providing training to Project Directors and other safety advocates in managing traffic safety issues.
- Working with not-for-profit and law enforcement agencies to enhance the driving skills of younger drivers.
- Conducting workshops, speed management seminars, and other informational meetings to inform and educate traffic safety personnel and partners as appropriate or requested.

Police Traffic Services Projects

Project Number: Multiple
Project Name: See Table
Agency: 29 LE Agencies (See Description below and PTS Budget Summary)
Budget: See Budget Summary

Description:

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.

In addition to the agencies listed, OHSO has targeted several communities in Western 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 grant agreements are written, OHSO will submit appropriate quarterly HSP changes, to include project numbers and funding amounts.

While all agencies identified as Police Traffic Services contracts will address speed management within their projects, eleven communities have requested assistance with a defined speed management problem. Those communities are listed in the following chart and are identified as such. Participation in our Speed Management Training program in FY 2009 was encouraging. We will be gauging agency interest in additional training resources during FY 2011 and will be evaluating the efforts of agencies attending previous sessions.

Speed Management Projects

Project Number: Multiple
Project Name: See Table
Agency: Multiple (See Description below and PT Budget Summary)
Budget: See Budget Summary (end of this section)

Description: Speeding and speed related violations continue to be a serious contributor to fatal and injury collisions in Oklahoma. For FY 2011, OHSO has contracted with 11 local law enforcement agencies to address speeding in their communities. Officers

working these programs will be targeting violations such as speed above the posted limit, speed too fast for conditions, following too closely and aggressive driving. They will patrol locations which have a history of speed related collisions and speeding violations. Times may vary according their local traffic patterns in order to address their local problem. Each of these communities have established goals to reduce the number of fatal and serious injury collisions in their jurisdictions. **Speed Enforcement Communities include:** Bixby PD, Broken Arrow PD, Edmond PD, Idabel PD, Madill PD, McAlester PD, Minco PD, Owasso PD, Piedmont PD, Sapulpa PD, Wewoka PD.

Other Police Traffic Services Programs/ Education and Awareness

Project Number: PT-11-03-14-04 / K8-11-03-06-04
Project Title: OHP Regional LEL Project
Agency: Department of Public Safety / OHP
Budget: \$389,472.00 **Section:** 402
\$33,793.00 410

Description: The OHP LEL's will implement activities in support of national highway safety goals to reduce motor vehicle related collisions, and will provide assistance to local law enforcement as it concerns traffic enforcement. Public information and education events along with media releases will be used to inform the public of traffic safety issues. In addition, the OHP LEL's will conduct visits with local law enforcement agencies in support of National Highway Safety initiatives including the "Click-It or Ticket" mobilization and the "Drunk Driving – Over the Limit, Under Arrest" crackdown, and will assist in post-mobilization activity reporting.

Project Number: PT-11-03-17-03
Project Title: OSU Campus Police Traffic Safety and Alcohol Education Project
Agency: Oklahoma State University Police Department
Budget: \$62,000.00 **Section:** 402

DESCRIPTION: This project will support one full-time officer of the OSU Police Department, who will devote 100% of his/her time to traffic and alcohol safety education and enforcement. He/She will develop and conduct safety presentations for the OSU community and surrounding communities on a regular basis. He/She will devote approximately 50% of his/her time to educational activities, specifically targeting underage access to alcohol and impaired driving. The remaining 50% of his/her time will be devoted to traffic enforcement. The assigned officer will work with the Stillwater Police Department Task Force to conduct compliance checks on adjacent establishments serving or selling alcohol to the public, and will work with the OSU Police Department to provide "special emphasis" enforcement targeting impaired driving and other alcohol violations during periods of increased alcohol usage, such as holidays and special events on campus.

Project Number: PT-11-02-01-02
Project Title: Alive at 25
Agency: Oklahoma Safety Council
Budget: \$30,000 **Section:** 402

Description: The Oklahoma Safety Council will provide quarterly Alive at 25 instructor training to 20 participants during FY11. This community based program, targeting the 16 to 25 age group, will result in lowering the accidental death rate due to poor decision making including bad driving habits, drinking and driving, lack of seat belt use, and others. Costs associated with this project including teaching materials and student manuals.

Safe Communities Groups

The Oklahoma Highway Safety Office supports the Safe Communities (SC) concept. The two long standing SC groups in the state include the Metro Area Safe Communities Council (MATSC) and the Tulsa Area Safe Communities Group. These two entities have been very proactive in traffic safety initiatives such as taking the lead in press events and support of national mobilizations in their respective regions. Since FY 2008, this office has helped establish three other SC groups; the Southeastern Oklahoma Traffic Safety Committee (SOTSC), the Northeastern Oklahoma Traffic Safety Committee (NEOTSC) and more recently the Northern Central Oklahoma Safe Communities Committee (NCOTSC). All of these groups play a major role in OHSO's collision reduction programs.

Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
PT-	11-	02-	01-	02	Oklahoma Safety Council	30,000.00	Section 402
PT-	11-	03-	01-	03	Ada PD	20,000.00	Section 402
PT-	11-	03-	02-	03	Atoka PD	24,000.00	Section 402
PT-	11-	03-	03-	03	Calera PD	38,550.00	Section 402
PT-	11-	03-	04-	04	Collinsville PD	20,000.00	Section 402
PT-	11-	03-	05-	02	Coweta PD	12,000.00	Section 402
PT-	11-	03-	06-	02	Delaware County SO	20,000.00	Section 402
PT-	11-	03-	07-	03	Eufaula PD	20,000.00	Section 402
PT-	11-	03-	08-	02	Grove PD	25,000.00	Section 402
PT-	11-	03-	09-	03	Henryetta PD	15,000.00	Section 402
PT-	11-	03-	10-	03	Hugo PD	25,000.00	Section 402
PT-	11-	03-	12-	01	McIntosh County SO	20,000.00	Section 402
PT-	11-	03-	13-	01	Muldrow PD	10,000.00	Section 402
PT-	11-	03-	14-	04	OHP - LELs	389,472.00	Section 402
PT-	11-	03-	15-	04	Oklahoma County S O	89,500.00	Section 402
K8-	11-	03-	08-	04	Oklahoma County S O	110,500.00	Section 410
PT-	11-	03-	16-	02	Osage County SO	25,000.00	Section 402
PT-	11-	03-	17-	03	OSU PD	62,000.00	Section 402
PT-	11-	03-	18-	04	Ponca City PD	34,500.00	Section 402
PT-	11-	03-	19-	01	Pottawatomie County SO	18,000.00	Section 402
PT-	11-	03-	20-	01	Rogers County SO	18,000.00	Section 402
PT-	11-	03-	21-	03	Sallisaw PD	20,000.00	Section 402
PT-	11-	03-	22-	08	Sand Springs P D	25,800.00	Section 402
PT-	11-	03-	23-	01	Seminole County SO	18,000.00	Section 402

PT-	11-	03-	24-	05	Shawnee P D	24,000.00	Section 402
PT-	11-	03-	25-	02	Skiatook PD	25,000.00	Section 402
PT-	11-	03-	27-	04	Tulsa County S O	51,150.00	Section 402
K8-	11-	03-	09-	04	Tulsa County S O	38,850.00	Section 410
PT-	11-	03-	28-	04	Tulsa P D	90,000.00	Section 402
PT-	11-	03-	29-	02	Wagoner County SO	25,000.00	Section 402
PT-	11-	03-	30-	02	Washington County SO	22,000.00	Section 402
PT-	11-	03-	31-	03	Wilburton PD	14,000.00	Section 402
PT-	11-	03-	32-	00	Mobilization Incentives	72,000.00	Section 402
PT-	11-	03-	33-	07	Enid P D	64,000.00	Section 402
PT-	11-	03-	97-	01	Targeted LE Programs	80,000.00	Section 402
PT-	11-	03-	98-	01	LE Mini Grants	2,000.00	Section 402
PT-	11-	04-	01-	00	PI&E - IN-House Programs	4,500.00	Section 402
PT-	11-	04-	02-	05	OK.GOV Website	10,000.00	Section 402
PT-	11-	04-	03-	07	Okla University - Conf Planning	21,556.00	Section 402
K4	11-	04-	02-	07	Okla University - Conf Planning	38,444.00	Section 406
PT-	11-	07-	01-	00	Program Area Management	448,000.00	Section 402
PT-	11-	03-	99-	00	State Match	1,108,937.54	State of Oklahoma
K8-	11-	07-	99-	00	State Match	149,350.00	State of Oklahoma
402 Total						1,485,028.00	
406 Total						38,444.00	
410 Total						149,350.00	
State Funds Total						1,258,287.54	
Total All Funds						2,931,109.54	

Police Traffic Services Speed Enforcement: Budget Summary

Project Number					Project Name	Budget	Budget Source
SE-	11-	03-	01-	10	Bixby PD	45,000.00	Section 402
SE-	11-	03-	02-	11	Broken Arrow PD	49,500.00	Section 402
SE-	11-	03-	03-	13	Edmond PD	60,000.00	Section 402
SE-	11-	03-	04-	03	Idabel PD	13,000.00	Section 402
SE-	11-	03-	05-	03	Madill PD	25,000.00	Section 402
SE-	11-	03-	06-	03	McAlester PD	30,000.00	Section 402
SE-	11-	03-	07-	01	Minco PD	15,000.00	Section 402
SE-	11-	03-	08-	06	Owasso P D	50,000.00	Section 402
SE-	11-	03-	09-	03	Piedmont PD	10,000.00	Section 402
SE-	11-	03-	10-	10	Sapulpa P D	53,000.00	Section 402
SE-	11-	03-	11-	01	Wewoka PD	17,000.00	Section 402
402 Total						367,500.00	
Total All Funds						367,500.00	

TRAFFIC RECORDS

Traffic Records Problem Identification

A great deal of success has been made in recent years in improving the timeliness and accuracy of collision and citation data in Oklahoma. FY 2010 improvements include:

Currently, depending upon the particular jurisdiction, 25% to 100% of convictions are posted to an individual DMV within 10 days of the conviction. 23% of CDL conviction data are available within 10 days of the conviction, 54% of CDL convictions are available within 20 days (as of 05/31/2009).

Timeliness in the statewide crash reporting system has improved dramatically; from a 12 month backlog in 2004 to the now day-current data entry. Access to data, for authorized users, has improved through the implementation of the SAFE-T online analysis tool. Electronic field data collection of crash reports has gone from 0% of reports in 2004 to 21% as of November 2009. While we believe our accomplishments to date demonstrate significant improvements in the processes, we are moving forward with many of the recommendations made in the NHTSA Traffic Records Assessment conducted in November 2009.

Traffic Records Objectives

Provide significant improvements in the timeliness and accuracy of crash records by making TraCS available on a statewide basis for non-OHP agencies by May 2011.

Develop and deploy e-citation system for use by OHP troopers in selected counties by December 2010.

Deploy the internet based online Collision Reporting System (CRS) by March 1, 2011.

Improve the capabilities of crash data users by releasing an improved version of the ODOT's SAFE-T crash analysis software utilizing lat/long data by June 2011.

Traffic Records Strategies

Oklahoma's Traffic Records Coordinating Committee has developed a 5 year plan for improving traffic records. Their overall strategies include:

- Assisting in the coordination and guidance of the planning and implementation of the various OK traffic records systems to improve information quality and quantity.
- Providing recommendations concerning the implementation of a strategic plan for improvement of the States' records systems.
- Assisting in the transfer of related information on technology and systems through meetings and forums
- Providing recommendations to the various agencies on systems enhancements and linkages
- Facilitating the exchange of information among partners of the Council

Traffic Records Projects

Project Number: K9-11-06-02-05
Project Title: EMS Data Improvement Project
Agency: Oklahoma State Health Department
Budget: \$137,049 **Section:** 408

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 the National Emergency Medical Services Information System (NEMSIS). The project includes redesigning the State's report form, software development (OKEMSIS), data collection and reporting, and improvement of computer-based collection tools. The budget includes partial funding for an epidemiologist position to collect and evaluate the data.

Project Number: K9-11-06-01-04
Project Title: State Data Linkage Project
Agency: Oklahoma State Health Department
Budget: \$100,154 **Section:** 408

Description: This cooperative agreement with the Oklahoma State Department of Health 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 prevention communities at state, local and national levels.

Project Number: K9-11-06-04-08
Project Title: OU Crash Reporting & Analysis
Agency: University of Oklahoma
Budget: \$64,879 **Section:** 408

Description: This project will continue the partnership between the OHSO, ODOT and the University of Oklahoma ITS Lab for the continued enhancement of a user-friendly interactive software package for reporting 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. FY2011 enhancements will include improved analysis and reporting capabilities for locals, expanded mapping abilities, "Best Time to Enforce" assessment tools for the OHP, and capability to automatically generate property damage reports for ODOT and local agencies.

Project Number: K9-11-06-01-02
Project Title: OU Police Automated Records Import System (PARIS)
Agency: University of Oklahoma
Budget: \$50,000 **Section:** 408

Description: This project will allow for the University of Oklahoma School of Electrical & Computer Engineering to continue to provide technical expertise and assistance to the Department of Public Safety (DPS) to improve the State's traffic records system by supporting an electronic traffic records system to collect and import electronic crash and citation data to DPS through a secure LAN to LAN connection without manual human intervention.

Project Number: K9-11-06-05-05
Project Title: OU Software Development & Integration Project
Agency: University of Oklahoma
Budget: \$184,573 **Section:** 408

Description: This project will allow for the University of Oklahoma School of Electrical & Computer Engineering 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 related to the implementation of a Mobile Data Collection System (TraCS) and the online Collision Reporting System (CRS). The University of Oklahoma TraCS Development Team, in collaboration with DPS, will assist in the development and implementation of a new system(s) for collecting and processing electronic data, including the integration of existing Federal, state and local systems.

Project Numbers: **K9-11-06-03-04**
Project Title: DPS TraCS/Traffic Records Support
Agency: Oklahoma Dept of Public Safety
Budget: \$105,065 **Section:** 408

Description: This multifaceted project involves the continued implementation and enhancement of the Traffic and Criminal Software (TraCS) mobile data collection system. This will provide technical support for continued improvement of Oklahoma traffic records and on-line crash reporting systems and to provide extended services and support.

Project Number: TR-10-07-01-00
Project Name: Traffic Records Program Area Management
Agency: OHSO
Budget: \$105,900.00 **Section:** 402

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

100% Data Analyst
50% Program Manager

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.

Project Number: DTNH22-07-H-00134
Project Name: Fatal Analysis Reporting System (FARS)
Agency: OHSO
Budget: \$77,081.42 NHTSA Cooperative Agreement

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.

Traffic Records: Budget Summary

Project Number					Project Name	Budget	Budget Source
TR-	11-	06-	01-	02	OU-Police Automated Records Import Sys	50,000.00	Section 402
TR-	11-	07-	01-	00	Program Area Management	94,000.00	Section 406
K9-	11-	06-	01-	04	Dept of Health - State Data Linkage Project	100,154.00	Section 408
K9-	11-	06-	02-	05	Dept of Health - EMS Project	137,049.00	Section 408
K9-	11-	06-	03-	04	DPS TraCS/Traffic Records Support (Info Sys)	105,065.00	Section 408
K9-	11-	06-	04-	08	OU Crash Reporting	64,879.00	Section 408
K9-	11-	06-	05-	05	OU Software Development & Integration	184,573.00	Section 408
K9-	11-	07-	01-	00	Program Area Management	50,000.00	Section 408
K9-	11-	07-	99-	00	State Match	160,430.00	State of Oklahoma
DTNH22-07-H-00134					FARS (1/1/2007 - 12/31/2011)	77,081.42	Cooperative Agreement
402 Total						144,000.00	
408 Total						641,720.00	
NHTSA Cooperative Agreement						77,081.42	
State Funds Total						160,430.00	
Total All Funds						1,023,231.42	

RAILROAD SAFETY PROBLEM IDENTIFICATION

Oklahoma ranks near the top, nationwide, in the number of fatalities at highway rail grade crossings. In the past 8 years there have been 493 collisions at rail grade crossings, resulting in 84 deaths.

Railroad Safety Objectives

To reduce the number of at grade railroad crossing injuries and fatalities by 10% from 25 in 2009 to 23 in 2010 (state data).

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.

Railroad Safety Projects

Project Number: RH-11-02-01-07
Project Title: Operations Lifesaver Railroad Safety Program
Agency: Oklahoma Operation Lifesaver
Budget: \$30,000 **Section:** 402

DESCRIPTION: Oklahoma Operation Lifesaver will train and certify volunteers as “Presenters” to make rail grade safety presentations. Certified volunteer presenters will make railway crossing safety presentations and conduct training throughout the state to various groups, including law enforcement officers, school children, driver education classes, bus drivers, professional drivers, businesses, and an array of community and civic groups. Operation Lifesaver will work with BNSF railroad and local governmental agencies to promote safer rail grade crossings in their communities. Oklahoma Operation Lifesaver will use paid media for Public Service Announcements already created for promoting vehicle and pedestrian safety at and around rail grade crossings in higher risk markets as determined by the Project Director. Out-of-state travel funds may be used to send a person for required training for certification as a "Presenter Trainer" in order to conduct presenter training and certify the presenters as required by OL National.

Railroad/Highway Crossings: Budget Summary

Project Number					Project Name	Budget	Budget Source
RH-	11-	02-	01-	07	OK Operation Lifesavers	30,000.00	Section 402
402 Total						30,000.00	
Total All Funds						30,000.00	

PAID MEDIA

Project Number: K8PM-11-02-01-05
K6-11-02-02-05
PM-11-02-01-05

Project Name: Statewide Traffic Safety Marketing Campaign
Agency: Brothers and Company

Budget: \$250,282.00 **Section:** 410
\$ 50,000.00 **Section:** 2010
\$ 75,325.14 **Section:** 402

DESCRIPTION:

This project will develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues 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 contractor will be 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 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. Section 2010 funds will be used to support motorcycle safety and impaired motorcycle driving prevention initiatives (as allowed under Section 2010). Section 402 funds will be used for occupant protection messaging.

CERTIFICATIONS AND ASSURANCES

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 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

Section 402 Requirements

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;

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));

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. (23 USC 402 (b)(1)(E).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702):

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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

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

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

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

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

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The

knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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).

S.E. Watkins
Director, Oklahoma Highway Safety Office

Oklahoma

State or Commonwealth

FY 2011

For Fiscal Year

September 9, 2010

Date

STATE CERTIFICATION – CALENDAR YEAR 2010 SEATBELT USE SURVEY

STATE OF OKLAHOMA

Seat Belt Use Rate Reported for Calendar Year 2010: 85.9% Standard Error: 1.9%

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.

Scott E. Watkins
Director, Oklahoma Highway Safety Office

Date

APPENDIX

EQUIPMENT REQUEST

OK FY 2011 HSP Equipment List

Item #	Agency	Project Number	Page #	Item	Amount	Number	Total	Fund Source
1	OK County SO	PT-11-03-15-04	46	2011 Tahoe Police Vehicle	\$30,000.00	1	\$30,000.00	402
2	Hugo PD	PT-11-03-10-03	46	Digital in-car video systems	\$5,000.00	2	\$10,000.00	402
3	University of OK	K9-11-06-04-08	50	Computer network server	\$5,000.00	1	\$5,000.00	408

EQUIPMENT JUSTIFICATION

Item #1: 2011 Tahoe police vehicle will be used by the Oklahoma County Sheriff's deputy assigned to OHSO in the performance of his activities associated with the CRASH's Court and Rollover Simulator presentations across the state. Current federally funded vehicle has exceeded age and mileage limitations. Status of current vehicle will be determined prior to acquisition of new vehicle.

Items #2: Digital in-car video systems will be integral to overtime enforcement programs to assist law enforcement agencies in detecting, documenting and assisting in the prosecution of impaired driving and other traffic related violations.

Item #3: The current server is supporting crash data which has been collected since 2003 and has now reached its storage capacity. Additionally, it has exceeded its life expectancy, per OHSO policy, and is in need of replacement. The FY 2011 project calls for increased program capabilities which cannot be met with the existing server. This project is supported with Section 408 funds and was included in our FY 2010 Section 408 Application.

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

State: Oklahoma

Highway Safety Plan Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2011-07-01-00	Planning & Administration	\$.00	\$312,000.00	\$.00	\$312,000.00	\$312,000.00	\$.00
	Planning and Administration Total		\$.00	\$312,000.00	\$.00	\$312,000.00	\$312,000.00	\$.00
Alcohol								
	AL-2011-02-01-15	Comm Serv Council - CRASHs Court	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$75,000.00
	AL-2011-02-02-08	District Attorney's Council	\$.00	\$.00	\$.00	\$110,000.00	\$110,000.00	\$110,000.00
	AL-2011-02-03-11	Norman PD - DRE	\$.00	\$.00	\$.00	\$35,000.00	\$35,000.00	\$30,000.00
	AL-2011-02-04-10	Okla Assoc of Chiefs of Police	\$.00	\$.00	\$.00	\$64,047.00	\$64,047.00	\$59,000.00
	AL-2011-03-01-01	Blackwell PD	\$.00	\$.00	\$.00	\$12,000.00	\$12,000.00	\$12,000.00
	AL-2011-03-02-03	Kay County SO	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	AL-2011-03-03-02	OU PD	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	AL-2011-03-04-09	Tahlequah PD	\$.00	\$.00	\$.00	\$18,000.00	\$18,000.00	\$18,000.00
	AL-2011-04-01-00	PI&E - IN-House Programs	\$.00	\$.00	\$.00	\$1,000.00	\$1,000.00	\$.00
	AL-2011-05-02-00	Survey - Attitude	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	AL-2011-07-01-00	Program Area Management	\$.00	\$.00	\$.00	\$56,000.00	\$56,000.00	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$421,047.00	\$421,047.00	\$334,000.00
Motorcycle Safety								
	MC-2011-07-01-00	Program Area Management	\$.00	\$.00	\$.00	\$500.00	\$500.00	\$.00

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

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Highway Safety Plan Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Motorcycle Safety Total			\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$0.00
Occupant Protection								
	OP-2011-02-01-13	OK SafeKids	\$0.00	\$0.00	\$0.00	\$260,500.00	\$260,500.00	\$0.00
	OP-2011-02-02-11	Tulsa Area SafeKids	\$0.00	\$0.00	\$0.00	\$39,500.00	\$39,500.00	\$0.00
	OP-2011-03-01-08	Bethany PD	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	OP-2011-03-02-08	Durant PD	\$0.00	\$0.00	\$0.00	\$36,000.00	\$36,000.00	\$36,000.00
	OP-2011-03-04-01	Forest Park PD	\$0.00	\$0.00	\$0.00	\$8,850.00	\$8,850.00	\$8,850.00
	OP-2011-03-05-08	Guthrie PD	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$18,000.00
	OP-2011-03-06-08	Lawton PD	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$70,000.00
	OP-2011-03-07-02	Logan County SO	\$0.00	\$0.00	\$0.00	\$14,600.00	\$14,600.00	\$14,600.00
	OP-2011-03-08-08	Midwest City PD	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00
	OP-2011-03-09-06	Moore PD	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$65,000.00
	OP-2011-03-10-03	Norman PD	\$0.00	\$0.00	\$0.00	\$80,500.00	\$80,500.00	\$80,500.00
	OP-2011-03-11-07	Oklahoma City PD	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$100,000.00
	OP-2011-03-12-07	Purcell PD	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	OP-2011-03-13-01	Warr Acres PD	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	OP-2011-03-14-03	Yukon PD	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00
	OP-2011-04-01-00	PI&E - IN-House Programs	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$0.00
	OP-2011-05-01-00	Seat Belt & Child Restraint Surveys	\$0.00	\$0.00	\$0.00	\$56,000.00	\$56,000.00	\$0.00
	OP-2011-05-02-00	Survey - Attitude	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	OP-2011-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$236,000.00	\$236,000.00	\$0.00
Occupant Protection Total			\$0.00	\$0.00	\$0.00	\$1,154,450.00	\$1,154,450.00	\$549,950.00

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Police Traffic Services								
	PT-2011-02-01-02	Oklahoma Safety Council	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	PT-2011-03-01-03	Ada PD	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2011-03-02-03	Atoka PD	\$.00	\$.00	\$.00	\$24,000.00	\$24,000.00	\$24,000.00
	PT-2011-03-03-03	Calera PD	\$.00	\$.00	\$.00	\$38,550.00	\$38,550.00	\$38,550.00
	PT-2011-03-04-04	Collinsville PD	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2011-03-05-02	Coweta PD	\$.00	\$.00	\$.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2011-03-06-02	Delaware County SO	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2011-03-07-03	Eufaula PD	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2011-03-08-02	Grove PD	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2011-03-09-03	Henryetta PD	\$.00	\$.00	\$.00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2011-03-10-03	Hugo PD	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2011-03-12-01	McIntosh County SO	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2011-03-13-01	Muldrow PD	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2011-03-14-04	OHP - LELs	\$.00	\$.00	\$.00	\$389,472.00	\$389,472.00	\$.00
	PT-2011-03-15-04	Oklahoma County SO	\$.00	\$.00	\$.00	\$89,500.00	\$89,500.00	\$89,500.00
	PT-2011-03-16-02	Osage County SO	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2011-03-17-03	OSU PD	\$.00	\$.00	\$.00	\$62,000.00	\$62,000.00	\$.00
	PT-2011-03-18-04	Ponca City PD	\$.00	\$.00	\$.00	\$34,500.00	\$34,500.00	\$34,500.00
	PT-2011-03-19-01	Pottawatomie County SO	\$.00	\$.00	\$.00	\$18,000.00	\$18,000.00	\$18,000.00
	PT-2011-03-20-01	Rogers County SO	\$.00	\$.00	\$.00	\$18,000.00	\$18,000.00	\$18,000.00
	PT-2011-03-21-03	Sallisaw PD	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2011-03-22-08	Sand Springs PD	\$.00	\$.00	\$.00	\$25,800.00	\$25,800.00	\$25,800.00

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	PT-2011-03-23-01	Seminole County SO	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$18,000.00
	PT-2011-03-24-05	Shawnee PD	\$0.00	\$0.00	\$0.00	\$24,000.00	\$24,000.00	\$24,000.00
	PT-2011-03-25-02	Skiatook PD	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2011-03-27-04	Tulsa County SO	\$0.00	\$0.00	\$0.00	\$51,150.00	\$51,150.00	\$51,150.00
	PT-2011-03-28-04	Tulsa PD	\$0.00	\$0.00	\$0.00	\$90,000.00	\$90,000.00	\$90,000.00
	PT-2011-03-29-02	Wagoner County SO	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2011-03-30-02	Washington County SO	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	PT-2011-03-31-03	Wilburton PD	\$0.00	\$0.00	\$0.00	\$14,000.00	\$14,000.00	\$14,000.00
	PT-2011-03-32-00	Mobilization Incentives	\$0.00	\$0.00	\$0.00	\$72,000.00	\$72,000.00	\$72,000.00
	PT-2011-03-33-07	Enid PD	\$0.00	\$0.00	\$0.00	\$64,000.00	\$64,000.00	\$64,000.00
	PT-2011-03-97-01	Targeted LE Programs	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$80,000.00
	PT-2011-03-98-01	LE Mini Grants	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2011-03-99-00	State Match	\$0.00	\$1,109,463.00	\$0.00	\$0.00	\$0.00	\$0.00
	PT-2011-04-01-00	PI&E - IN-House Programs	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$0.00
	PT-2011-04-02-05	OK.GOV Website	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	PT-2011-04-03-07	Okla University - Conf Planning	\$0.00	\$0.00	\$0.00	\$21,556.00	\$21,556.00	\$0.00
	PT-2011-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$448,000.00	\$448,000.00	\$0.00
	Police Traffic Services Total		\$0.00	\$1,109,463.00	\$0.00	\$1,933,028.00	\$1,933,028.00	\$967,500.00
Traffic Records								
	TR-2011-06-01-02	OU-Police Automated Records Import Sys	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	TR-2011-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$94,000.00	\$94,000.00	\$0.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$144,000.00	\$144,000.00	\$0.00

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Railroad/Highway Crossings								
	RH-2011-02-01-07		\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	Railroad/Highway Crossings Total		\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
Speed Enforcement								
	SE-2011-03-01-10	Bixby PD	\$.00	\$.00	\$.00	\$45,000.00	\$45,000.00	\$45,000.00
	SE-2011-03-02-11	Broken Arrow PD	\$.00	\$.00	\$.00	\$49,500.00	\$49,500.00	\$49,500.00
	SE-2011-03-03-13	Edmond PD	\$.00	\$.00	\$.00	\$60,000.00	\$60,000.00	\$60,000.00
	SE-2011-03-04-03	Idabel PD	\$.00	\$.00	\$.00	\$13,000.00	\$13,000.00	\$13,000.00
	SE-2011-03-05-03	Madill PD	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$25,000.00
	SE-2011-03-06-03	McAlester PD	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	SE-2011-03-07-01	Minco PD	\$.00	\$.00	\$.00	\$15,000.00	\$15,000.00	\$15,000.00
	SE-2011-03-08-06	Owasso PD	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$50,000.00
	SE-2011-03-09-03	Piedmont PD	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	SE-2011-03-10-10	Sapulpa PD	\$.00	\$.00	\$.00	\$53,000.00	\$53,000.00	\$53,000.00
	SE-2011-03-11-01	Wewoka PD	\$.00	\$.00	\$.00	\$17,000.00	\$17,000.00	\$17,000.00
	Speed Enforcement Total		\$.00	\$.00	\$.00	\$367,500.00	\$367,500.00	\$367,500.00
Paid Advertising								
	PM-2011-02-01-05	Media - Brother & Co	\$.00	\$.00	\$.00	\$75,325.14	\$75,325.14	\$.00
	Paid Advertising Total		\$.00	\$.00	\$.00	\$75,325.14	\$75,325.14	\$.00
	NHTSA 402 Total		\$.00	\$1,421,463.00	\$.00	\$4,437,850.14	\$4,437,850.14	\$2,218,950.00

NHTSA 406

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	K4-2011-04-02-07	Okla University - Conf Planning	\$0.00	\$0.00	\$0.00	\$38,444.00	\$38,444.00	\$0.00
	406 Safety Belts Incentive Total		\$0.00	\$0.00	\$0.00	\$38,444.00	\$38,444.00	\$0.00
406 Safety Belts Paid Media								
	K4PM-2011-04-01-00	Sports Marketing	\$0.00	\$0.00	\$0.00	\$316,600.00	\$316,600.00	\$0.00
	406 Safety Belts Paid Media Total		\$0.00	\$0.00	\$0.00	\$316,600.00	\$316,600.00	\$0.00
	NHTSA 406 Total		\$0.00	\$0.00	\$0.00	\$355,044.00	\$355,044.00	\$0.00
408 Data Program SAFETEA-LU								
	K9-2011-06-01-04	Dept of Health - State Data Linkage Proj	\$0.00	\$0.00	\$0.00	\$100,154.00	\$100,154.00	\$0.00
	K9-2011-06-02-05	Dept of Health - EMS Project	\$0.00	\$0.00	\$0.00	\$137,049.00	\$137,049.00	\$0.00
	K9-2011-06-03-04	DPS TraCS/Traffic Records Support (Info	\$0.00	\$0.00	\$0.00	\$105,065.00	\$105,065.00	\$0.00
	K9-2011-06-04-08	OU Crash Reporting	\$0.00	\$0.00	\$0.00	\$64,879.00	\$64,879.00	\$0.00
	K9-2011-06-05-05	OU Software Development & Integration	\$0.00	\$0.00	\$0.00	\$184,573.00	\$184,573.00	\$0.00
	K9-2011-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	K9-2011-07-99-00	State Match	\$0.00	\$160,430.00	\$0.00	\$0.00	\$0.00	\$0.00
	408 Data Program Incentive Total		\$0.00	\$160,430.00	\$0.00	\$641,720.00	\$641,720.00	\$0.00
	408 Data Program SAFETEA-LU Total		\$0.00	\$160,430.00	\$0.00	\$641,720.00	\$641,720.00	\$0.00
410 Alcohol SAFETEA-LU								
	K8-2011-02-01-02	Oklahoma University - SJE	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K8-2011-03-01-01	Blanchard PD	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$0.00
	K8-2011-03-02-01	Cleveland County SO	\$0.00	\$0.00	\$0.00	\$32,200.00	\$32,200.00	\$0.00
	K8-2011-03-03-02	Drumright PD	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00

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	K8-2011-03-04-01	Newcastle PD	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$0.00
	K8-2011-03-05-05	OHP	\$0.00	\$0.00	\$0.00	\$600,000.00	\$600,000.00	\$0.00
	K8-2011-03-06-04	OHP - LELs	\$0.00	\$0.00	\$0.00	\$33,793.00	\$33,793.00	\$0.00
	K8-2011-03-07-07	Oklahoma City PD	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	K8-2011-03-08-04	Oklahoma County SO	\$0.00	\$0.00	\$0.00	\$110,500.00	\$110,500.00	\$0.00
	K8-2011-03-09-04	Tulsa County SO	\$0.00	\$0.00	\$0.00	\$38,850.00	\$38,850.00	\$0.00
	K8-2011-03-11-01	Canadian County SO	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	K8-2011-03-12-01	Weatherford PD	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	K8-2011-03-98-01	Targeted LE Programs	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	K8-2011-05-02-03	OSBI	\$0.00	\$0.00	\$0.00	\$73,245.00	\$73,245.00	\$0.00
	K8-2011-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$49,500.00	\$49,500.00	\$0.00
	K8-2011-07-99-00	State Match	\$0.00	\$1,515,870.00	\$0.00	\$0.00	\$0.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$1,515,870.00	\$0.00	\$1,258,088.00	\$1,258,088.00	\$0.00
	410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2011-02-01-05	Media - Brother & Co	\$0.00	\$0.00	\$0.00	\$250,282.00	\$250,282.00	\$0.00
	K8PM-2011-04-01-00	Sports Marketing	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$0.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$0.00	\$0.00	\$0.00	\$257,782.00	\$257,782.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$1,515,870.00	\$0.00	\$1,515,870.00	\$1,515,870.00	\$0.00
	2010 Motorcycle Safety							
	K6-2011-02-01-05	Edmond PD	\$0.00	\$0.00	\$0.00	\$58,400.00	\$58,400.00	\$0.00
	K6-2011-02-02-05	Media - Brother & Co	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00

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		2010 Motorcycle Safety Incentive Total	\$0.00	\$0.00	\$0.00	\$108,400.00	\$108,400.00	\$0.00
		2010 Motorcycle Safety Total	\$0.00	\$0.00	\$0.00	\$108,400.00	\$108,400.00	\$0.00
		NHTSA Total	\$0.00	\$3,097,763.00	\$0.00	\$7,058,884.14	\$7,058,884.14	\$2,218,950.00
		Total	\$0.00	\$3,097,763.00	\$0.00	\$7,058,884.14	\$7,058,884.14	\$2,218,950.00

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NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2011-07-01-00	\$312,000.00	\$312,000.00 50%	\$300,000.00	\$12,000.00	\$0.00 0%	\$312,000.00 50%	\$312,000.00 100%
Planning and Administration Total		\$312,000.00	\$312,000.00 50%	\$300,000.00	\$12,000.00	\$0.00 0%	\$312,000.00 50%	\$312,000.00 100%
Alcohol								
	AL-2011-02-04-10	\$64,047.00	\$0.00 0%	\$51,047.00	\$13,000.00	\$59,000.00 92%		
	AL-2011-03-01-01	\$12,000.00	\$0.00 0%	\$10,000.00	\$2,000.00	\$12,000.00 100%		
	AL-2011-03-02-03	\$30,000.00	\$0.00 0%	\$24,000.00	\$6,000.00	\$30,000.00 100%		
	AL-2011-03-03-02	\$10,000.00	\$0.00 0%	\$7,000.00	\$3,000.00	\$0.00 0%		
	AL-2011-03-04-09	\$18,000.00	\$0.00 0%	\$12,000.00	\$6,000.00	\$18,000.00 100%		
	AL-2011-04-01-00	\$1,000.00	\$0.00 0%	\$1,000.00	\$0.00	\$0.00 0%		
	AL-2011-05-02-00	\$10,000.00	\$0.00 0%	\$10,000.00	\$0.00	\$0.00 0%		

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	AL-2011-07-01-00	\$56,000.00	\$0.00 0%	\$49,690.00	\$6,310.00	\$0.00 0%		
	AL-2011-02-03-11	\$35,000.00	\$0.00 0%	\$20,000.00	\$15,000.00	\$30,000.00 86%		
	AL-2011-02-01-15	\$75,000.00	\$0.00 0%	\$65,000.00	\$10,000.00	\$75,000.00 100%		
	AL-2011-02-02-08	\$110,000.00	\$0.00 0%	\$100,000.00	\$10,000.00	\$110,000.00 100%		
Alcohol Total		\$421,047.00	\$0.00 0%	\$349,737.00	\$71,310.00	\$334,000.00 79%		
Motorcycle Safety								
	MC-2011-07-01-00	\$500.00	\$0.00 0%	\$500.00	\$0.00	\$0.00 0%		
Motorcycle Safety Total		\$500.00	\$0.00 0%	\$500.00	\$0.00	\$0.00 0%		
Occupant Protection								
	OP-2011-03-04-01	\$8,850.00	\$0.00 0%	\$5,000.00	\$3,850.00	\$8,850.00 100%		
	OP-2011-03-05-08	\$18,000.00	\$0.00 0%	\$10,000.00	\$8,000.00	\$18,000.00 100%		
	OP-2011-03-06-08	\$70,000.00	\$0.00 0%	\$50,000.00	\$20,000.00	\$70,000.00 100%		

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	OP-2011-03-07-02	\$14,600.00	\$0.00 0%	\$10,000.00	\$4,600.00	\$14,600.00 100%		
	OP-2011-03-08-08	\$75,000.00	\$0.00 0%	\$50,000.00	\$25,000.00	\$75,000.00 100%		
	OP-2011-03-09-06	\$65,000.00	\$0.00 0%	\$50,000.00	\$15,000.00	\$65,000.00 100%		
	OP-2011-03-10-03	\$80,500.00	\$0.00 0%	\$60,000.00	\$20,500.00	\$80,500.00 100%		
	OP-2011-03-11-07	\$100,000.00	\$0.00 0%	\$75,000.00	\$25,000.00	\$100,000.00 100%		
	OP-2011-03-12-07	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	OP-2011-03-13-01	\$10,000.00	\$0.00 0%	\$9,000.00	\$1,000.00	\$10,000.00 100%		
	OP-2011-03-14-03	\$30,000.00	\$0.00 0%	\$25,000.00	\$5,000.00	\$30,000.00 100%		
	OP-2011-04-01-00	\$2,500.00	\$0.00 0%	\$2,500.00	\$0.00	\$0.00 0%		
	OP-2011-05-01-00	\$56,000.00	\$0.00 0%	\$56,000.00	\$0.00	\$0.00 0%		
	OP-2011-05-02-00	\$10,000.00	\$0.00 0%	\$10,000.00	\$0.00	\$0.00 0%		
	OP-2011-07-01-00	\$236,000.00	\$0.00 0%	\$206,000.00	\$30,000.00	\$0.00 0%		

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	OP-2011-03-02-08	\$36,000.00	\$0.00 0%	\$25,000.00	\$11,000.00	\$36,000.00 100%		
	OP-2011-03-01-08	\$22,000.00	\$0.00 0%	\$20,000.00	\$2,000.00	\$22,000.00 100%		
	OP-2011-02-02-11	\$39,500.00	\$0.00 0%	\$29,500.00	\$10,000.00	\$0.00 0%		
	OP-2011-02-01-13	\$260,500.00	\$0.00 0%	\$200,000.00	\$60,500.00	\$0.00 0%		
Occupant Protection Total		\$1,154,450.00	\$0.00 0%	\$908,000.00	\$246,450.00	\$549,950.00 48%		
Police Traffic Services								
	PT-2011-02-01-02	\$30,000.00	\$0.00 0%	\$25,000.00	\$5,000.00	\$0.00 0%		
	PT-2011-03-01-03	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	PT-2011-03-02-03	\$24,000.00	\$0.00 0%	\$20,000.00	\$4,000.00	\$24,000.00 100%		
	PT-2011-03-03-03	\$38,550.00	\$0.00 0%	\$30,000.00	\$8,550.00	\$38,550.00 100%		
	PT-2011-03-04-04	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	PT-2011-03-05-02	\$12,000.00	\$0.00 0%	\$10,000.00	\$2,000.00	\$12,000.00 100%		

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	PT-2011-03-06-02	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	PT-2011-03-07-03	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	PT-2011-03-08-02	\$25,000.00	\$0.00 0%	\$20,000.00	\$5,000.00	\$25,000.00 100%		
	PT-2011-03-09-03	\$15,000.00	\$0.00 0%	\$10,000.00	\$5,000.00	\$15,000.00 100%		
	PT-2011-03-10-03	\$25,000.00	\$0.00 0%	\$20,000.00	\$5,000.00	\$25,000.00 100%		
	PT-2011-03-12-01	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	PT-2011-03-13-01	\$10,000.00	\$0.00 0%	\$7,000.00	\$3,000.00	\$10,000.00 100%		
	PT-2011-03-14-04	\$389,472.00	\$0.00 0%	\$289,472.00	\$100,000.00	\$0.00 0%		
	PT-2011-03-15-04	\$89,500.00	\$0.00 0%	\$80,000.00	\$9,500.00	\$89,500.00 100%		
	PT-2011-03-16-02	\$25,000.00	\$0.00 0%	\$20,000.00	\$5,000.00	\$25,000.00 100%		
	PT-2011-03-17-03	\$62,000.00	\$0.00 0%	\$56,000.00	\$6,000.00	\$0.00 0%		
	PT-2011-03-18-04	\$34,500.00	\$0.00 0%	\$30,000.00	\$4,500.00	\$34,500.00 100%		

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	PT-2011-03-19-01	\$18,000.00	\$0.00 0%	\$15,000.00	\$3,000.00	\$18,000.00 100%		
	PT-2011-03-20-01	\$18,000.00	\$0.00 0%	\$15,000.00	\$3,000.00	\$18,000.00 100%		
	PT-2011-03-21-03	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	PT-2011-03-22-08	\$25,800.00	\$0.00 0%	\$20,000.00	\$5,800.00	\$25,800.00 100%		
	PT-2011-03-23-01	\$18,000.00	\$0.00 0%	\$15,000.00	\$3,000.00	\$18,000.00 100%		
	PT-2011-03-24-05	\$24,000.00	\$0.00 0%	\$20,000.00	\$4,000.00	\$24,000.00 100%		
	PT-2011-03-25-02	\$25,000.00	\$0.00 0%	\$20,000.00	\$5,000.00	\$25,000.00 100%		
	PT-2011-03-27-04	\$51,150.00	\$0.00 0%	\$30,000.00	\$21,150.00	\$51,150.00 100%		
	PT-2011-03-28-04	\$90,000.00	\$0.00 0%	\$50,000.00	\$40,000.00	\$90,000.00 100%		
	PT-2011-03-29-02	\$25,000.00	\$0.00 0%	\$20,000.00	\$5,000.00	\$25,000.00 100%		
	PT-2011-03-30-02	\$22,000.00	\$0.00 0%	\$20,000.00	\$2,000.00	\$22,000.00 100%		
	PT-2011-03-31-03	\$14,000.00	\$0.00 0%	\$10,000.00	\$4,000.00	\$14,000.00 100%		

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	PT-2011-03-32-00	\$72,000.00	\$0.00 0%	\$48,000.00	\$24,000.00	\$72,000.00 100%		
	PT-2011-03-33-07	\$64,000.00	\$0.00 0%	\$59,000.00	\$5,000.00	\$64,000.00 100%		
	PT-2011-03-97-01	\$80,000.00	\$0.00 0%	\$80,000.00	\$0.00	\$80,000.00 100%		
	PT-2011-03-98-01	\$2,000.00	\$0.00 0%	\$2,000.00	\$0.00	\$2,000.00 100%		
	PT-2011-03-99-00	\$0.00	\$1,109,463.00 100%	\$0.00	\$0.00	\$0.00 0%		
	PT-2011-04-01-00	\$4,500.00	\$0.00 0%	\$4,500.00	\$0.00	\$0.00 0%		
	PT-2011-04-02-05	\$10,000.00	\$0.00 0%	\$10,000.00	\$0.00	\$0.00 0%		
	PT-2011-04-03-07	\$21,556.00	\$0.00 0%	\$13,444.00	\$8,112.00	\$0.00 0%		
	PT-2011-07-01-00	\$448,000.00	\$0.00 0%	\$348,000.00	\$100,000.00	\$0.00 0%		
Police Traffic Services Total		\$1,933,028.00	\$1,109,463.00 36%	\$1,507,416.00	\$425,612.00	\$967,500.00 50%		
Traffic Records								
	TR-2011-07-01-00	\$94,000.00	\$0.00 0%	\$60,510.00	\$33,490.00	\$0.00 0%		

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	TR-2011-06-01-02	\$50,000.00	\$0.00 0%	\$50,000.00	\$0.00	\$0.00 0%		
Traffic Records Total		\$144,000.00	\$0.00 0%	\$110,510.00	\$33,490.00	\$0.00 0%		
Railroad/Highway Crossings								
	RH-2011-02-01-07	\$30,000.00	\$0.00 0%	\$20,000.00	\$10,000.00	\$0.00 0%		
Railroad/Highway Crossings Total		\$30,000.00	\$0.00 0%	\$20,000.00	\$10,000.00	\$0.00 0%		
Speed Enforcement								
	SE-2011-03-01-10	\$45,000.00	\$0.00 0%	\$40,000.00	\$5,000.00	\$45,000.00 100%		
	SE-2011-03-11-01	\$17,000.00	\$0.00 0%	\$10,000.00	\$7,000.00	\$17,000.00 100%		
	SE-2011-03-03-13	\$60,000.00	\$0.00 0%	\$50,000.00	\$10,000.00	\$60,000.00 100%		
	SE-2011-03-02-11	\$49,500.00	\$0.00 0%	\$40,000.00	\$9,500.00	\$49,500.00 100%		
	SE-2011-03-10-10	\$53,000.00	\$0.00 0%	\$43,000.00	\$10,000.00	\$53,000.00 100%		
	SE-2011-03-09-03	\$10,000.00	\$0.00 0%	\$8,000.00	\$2,000.00	\$10,000.00 100%		

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	SE-2011-03-08-06	\$50,000.00	\$0.00 0%	\$45,000.00	\$5,000.00	\$50,000.00 100%		
	SE-2011-03-07-01	\$15,000.00	\$0.00 0%	\$10,000.00	\$5,000.00	\$15,000.00 100%		
	SE-2011-03-06-03	\$30,000.00	\$0.00 0%	\$20,000.00	\$10,000.00	\$30,000.00 100%		
	SE-2011-03-05-03	\$25,000.00	\$0.00 0%	\$20,000.00	\$5,000.00	\$25,000.00 100%		
	SE-2011-03-04-03	\$13,000.00	\$0.00 0%	\$10,000.00	\$3,000.00	\$13,000.00 100%		
Speed Enforcement Total		\$367,500.00	\$0.00 0%	\$296,000.00	\$71,500.00	\$367,500.00 100%		
Paid Advertising								
	PM-2011-02-01-05	\$75,325.14	\$0.00 0%	\$75,325.14	\$0.00	\$0.00 0%		
Paid Advertising Total		\$75,325.14	\$0.00 0%	\$75,325.14	\$0.00	\$0.00 0%		
NHTSA 402 Total		\$4,437,850.14	\$1,421,463.00 24%	\$3,567,488.14	\$870,362.00	\$2,218,950.00 50%	\$312,000.00 50%	\$312,000.00 7%
NHTSA 406								
	K4-2011-04-02-07	\$38,444.00	\$0.00 0%	\$0.00	\$38,444.00	\$0.00 0%		

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406 Safety Belts Incentive Total		\$38,444.00	\$0.00 0%	\$0.00	\$38,444.00	\$0.00 0%		
406 Safety Belts Paid Media								
	K4PM-2011-04-01-00	\$316,600.00	\$0.00 0%	\$0.00	\$316,600.00	\$0.00 0%		
406 Safety Belts Paid Media Total		\$316,600.00	\$0.00 0%	\$0.00	\$316,600.00	\$0.00 0%		
NHTSA 406 Total		\$355,044.00	\$0.00 0%	\$0.00	\$355,044.00	\$0.00 0%		
408 Data Program SAFETEA-LU								
	K9-2011-07-01-00	\$50,000.00	\$0.00 0%	\$40,548.00	\$9,452.00	\$0.00 0%		
	K9-2011-07-99-00	\$0.00	\$160,430.00 100%	\$0.00	\$0.00	\$0.00 0%		
	K9-2011-06-02-05	\$137,049.00	\$0.00 0%	\$100,000.00	\$37,049.00	\$0.00 0%		
	K9-2011-06-04-08	\$64,879.00	\$0.00 0%	\$34,879.00	\$30,000.00	\$0.00 0%		
	K9-2011-06-03-04	\$105,065.00	\$0.00 0%	\$85,000.00	\$20,065.00	\$0.00 0%		
	K9-2011-06-01-04	\$100,154.00	\$0.00 0%	\$95,000.00	\$5,154.00	\$0.00 0%		

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	K9-2011-06-05-05	\$184,573.00	\$0.00 0%	\$144,573.00	\$40,000.00	\$0.00 0%		
408 Data Program Incentive Total		\$641,720.00	\$160,430.00 20%	\$500,000.00	\$141,720.00	\$0.00 0%		
408 Data Program SAFETEA-LU Total		\$641,720.00	\$160,430.00 20%	\$500,000.00	\$141,720.00	\$0.00 0%		
410 Alcohol SAFETEA-LU								
	K8-2011-03-05-05	\$600,000.00	\$0.00 0%	\$0.00	\$600,000.00	\$0.00 0%		
	K8-2011-03-04-01	\$18,000.00	\$0.00 0%	\$0.00	\$18,000.00	\$0.00 0%		
	K8-2011-03-03-02	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00 0%		
	K8-2011-03-02-01	\$32,200.00	\$0.00 0%	\$0.00	\$32,200.00	\$0.00 0%		
	K8-2011-03-01-01	\$12,000.00	\$0.00 0%	\$0.00	\$12,000.00	\$0.00 0%		
	K8-2011-02-01-02	\$75,000.00	\$0.00 0%	\$0.00	\$75,000.00	\$0.00 0%		
	K8-2011-03-06-04	\$33,793.00	\$0.00 0%	\$0.00	\$33,793.00	\$0.00 0%		
	K8-2011-03-07-07	\$100,000.00	\$0.00 0%	\$0.00	\$100,000.00	\$0.00 0%		

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	K8-2011-03-08-04	\$110,500.00	\$0.00 0%	\$0.00	\$110,500.00	\$0.00 0%		
	K8-2011-03-09-04	\$38,850.00	\$0.00 0%	\$0.00	\$38,850.00	\$0.00 0%		
	K8-2011-03-11-01	\$30,000.00	\$0.00 0%	\$0.00	\$30,000.00	\$0.00 0%		
	K8-2011-03-12-01	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00 0%		
	K8-2011-07-99-00	\$0.00	\$1,515,870.00 100%	\$0.00	\$0.00	\$0.00 0%		
	K8-2011-03-98-01	\$60,000.00	\$0.00 0%	\$0.00	\$60,000.00	\$0.00 0%		
	K8-2011-05-02-03	\$73,245.00	\$0.00 0%	\$0.00	\$73,245.00	\$0.00 0%		
	K8-2011-07-01-00	\$49,500.00	\$0.00 0%	\$0.00	\$49,500.00	\$0.00 0%		
410 Alcohol SAFETEA-LU Total		\$1,258,088.00	\$1,515,870.00 55%	\$0.00	\$1,258,088.00	\$0.00 0%		
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2011-04-01-00	\$7,500.00	\$0.00 0%	\$0.00	\$7,500.00	\$0.00 0%		
	K8PM-2011-02-01-05	\$250,282.00	\$0.00 0%	\$0.00	\$250,282.00	\$0.00 0%		

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410 Alcohol SAFETEA-LU Paid Media Total		\$257,782.00	\$0.00 0%	\$0.00	\$257,782.00	\$0.00 0%		
410 Alcohol SAFETEA-LU Total		\$1,515,870.00	\$1,515,870.00 50%	\$0.00	\$1,515,870.00	\$0.00 0%		
2010 Motorcycle Safety								
	K6-2011-02-01-05	\$58,400.00	\$0.00 0%	\$0.00	\$58,400.00	\$0.00 0%		
	K6-2011-02-02-05	\$50,000.00	\$0.00 0%	\$0.00	\$50,000.00	\$0.00 0%		
2010 Motorcycle Safety Incentive Total		\$108,400.00	\$0.00 0%	\$0.00	\$108,400.00	\$0.00 0%		
2010 Motorcycle Safety Total		\$108,400.00	\$0.00 0%	\$0.00	\$108,400.00	\$0.00 0%		
NHTSA Total		\$7,058,884.14	\$3,097,763.00 30%	\$4,067,488.14	\$2,991,396.00	\$2,218,950.00 31%	\$312,000.00 50%	\$312,000.00 4%
Total		\$7,058,884.14	\$3,097,763.00 30%	\$4,067,488.14	\$2,991,396.00	\$2,218,950.00 31%	\$312,000.00 50%	\$312,000.00 4%

