



2013 *PERFORMANCE PLAN and HIGHWAY SAFETY PLAN*

Oklahoma Highway Safety Office

The Honorable Mary Fallin, Governor of Oklahoma

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FY 2013 PERFORMANCE PLAN

EXECUTIVE SUMMARY

In FY 2013, the State of Oklahoma is positioned to build upon the accomplishments as well as the lessons learned, in FY 2012. In this regard, OHSO is expanding upon recently adopted practices to improve program development and delivery. Additionally, OHSO is exploring ways in which to create more robust highway safety projects. Encouraging early reports indicate that impaired driving fatalities decreased for the third straight year in 2011 to 209. Nevertheless, impaired driving prevention and enforcement constitute substantial portions of the State's plan to reduce highway fatalities and injuries. Additionally, OHSO seeks to identify or develop innovative programs to address unrestrained occupant, speed related, and motorcycle fatalities in the FY 2013 Highway Safety Plan. The following represent some of these efforts:

- Increasing vibrancy of the TSRP program. The recent hiring of a former DUI defense attorney as TSRP has provided prosecutors and law enforcement officers a unique perspective on the enforcement and adjudication of impaired driving cases. In FY 2013 OHSO will continue to promote the TSRP program and increase opportunities for the TSRP to interact with law enforcement and prosecutors in various forums.
- OHSO has recently hired an internationally known expert in the field of impaired driving prevention to act as the statewide Impaired Driving Programs Coordinator. The purpose of the position is to champion the cause of impaired driving prevention with law enforcement agencies, the legislature, safety organizations, civic organizations, and the public at large.
- OHSO is supporting the increased, and more effective, use of ignition interlock devices in Oklahoma. OHSO will produce two training videos for distribution to law enforcement officers as well as prosecutors and judges explaining how interlocks function, how they can be used to aid in the prevention of impaired driving, and how they can be used for more effective offender monitoring.
- The State Judicial Educator program enters its first full year of implementation by East Central University in FY 2013. East Central began work on the SJE project in late FY 2012. OHSO expects the enthusiasm brought to the program by the East Central team to continue through FY 2013. Likewise, the addition of a retired district judge to the program will assist in creating a robust traffic safety education program for the Oklahoma bench.
- OHSO envisions greater coordination between the SJE and TSRP programs in FY 2013. Working together these two programs can accomplish more than either working in isolation. This increased coordination will mainly be in the form of scheduling programs either in conjunction with one another or in close proximity to capitalize on the fact that the issue will be fresh on the minds of local stakeholders (law enforcement, prosecutors, and judges).
- FY 2013 will be the first full program year of the Simulated Impaired Driving Experience (SIDNE) vehicle. This vehicle will be used at community functions across the state to raise awareness about the dangers of impaired driving. OHSO expects a significant response from the educational and the corporate community to this unique educational experience.

- OHSO will promote flexible, tailored enforcement projects with law enforcement partners in FY2013. When appropriate, enforcement grants will be built around enforcement and communications “waves” instead of a uniform monthly distribution of activities. This approach is being tried in order to address several areas of concern, namely: officer and administrator fatigue at the local level, public desensitization to traffic safety messages, and provision of technical and planning assistance by OHSO in the interim periods between waves. Sustained statewide enforcement will continue into FY 13 and beyond.
- OHSO will continue to provide administrative support for the current Highway Safety Corridors in Pottawatomie, Payne and Cherokee Counties. Contingent upon the continued success of these corridors, OHSO will explore the possibility with its partners of establishing more corridors in FY 2013.
- OHSO will continue to assist grass roots efforts to effect behavior change with regard to distracted driving. OHSO currently participates in the only known statewide effort to combat distracted driving, particularly distraction by electronic device.
- OHSO will make significant technological advancements to its program development and delivery in FY 2013. First, continued forays into the area of electronic public communications of highway safety messages will occur throughout FY 2013. These include increased use of the OHSO Facebook account, continued improvements to the OHSO website, and creation of a motorcycle safety website. Second, OHSO will begin development and deployment of an electronic grants management system in FY 2013. Third, OHSO will explore the use of online groups or bulletin boards to facilitate communication among partners in geographical or program areas.

In addition to the highlights above, OHSO has crafted a sound, comprehensive plan to reduce traffic fatalities and serious injuries as outlined in the pages that follow. OHSO is confident the projects contained in Oklahoma’s Highway Safety Plan will make a positive contribution to reducing injuries and deaths on Oklahoma’s roadways.

Legislative Issues

During the most recent session of the Oklahoma Legislature, 2nd of the 53rd, the Legislature debated distracted driving measures, but did not pass any such legislation. In the upcoming legislative session, OHSO will work closely with the Department of Public Safety’s legislative staff to support traffic safety legislation in the areas of distracted driving, and occupant protection. Additionally, OHSO will provide information about and support of legislation proposed as a result of the upcoming Impaired Driving Program Assessment.

OKLAHOMA DEMOGRAPHICS

Oklahoma ranks 18th in size with a land area of 68,667¹ square miles. 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 2010 Census shows Oklahoma's total population is 3,751,351 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. Thirty-five of the Indian tribes currently living in Oklahoma are headquartered in the state. Racial categories from Census 2010 show the following counts for Oklahoma: White only-72.2%, American Indian/Alaska native only-7.4%, Black/African American only-7.4%, Asian only-1.7%, Native Hawaiian/Pacific Islander only 0.1%. The Hispanic or Latino Origin population increased by 85.2% from 1990 to 2010.

There were 3,882,026 registered vehicles in Oklahoma in 2010 with 74.1% (2,887,797) registered automobiles. Motorcycle registrations have increased dramatically. Since 2005 registrations have increased from 81,693 to 124,926 in 2010; a 53% increase! There were 2,533,888 licensed drivers in Oklahoma in 2010.⁴ There are 152 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. 2010 Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

² Oklahoma Crash Facts. 2010 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. 2010. 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. September 8, 2010

OKLAHOMA HIGHWAY SAFETY OFFICE

VISION

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

VALUES

Integrity

Service

Excellence

PRINCIPLES

Credibility

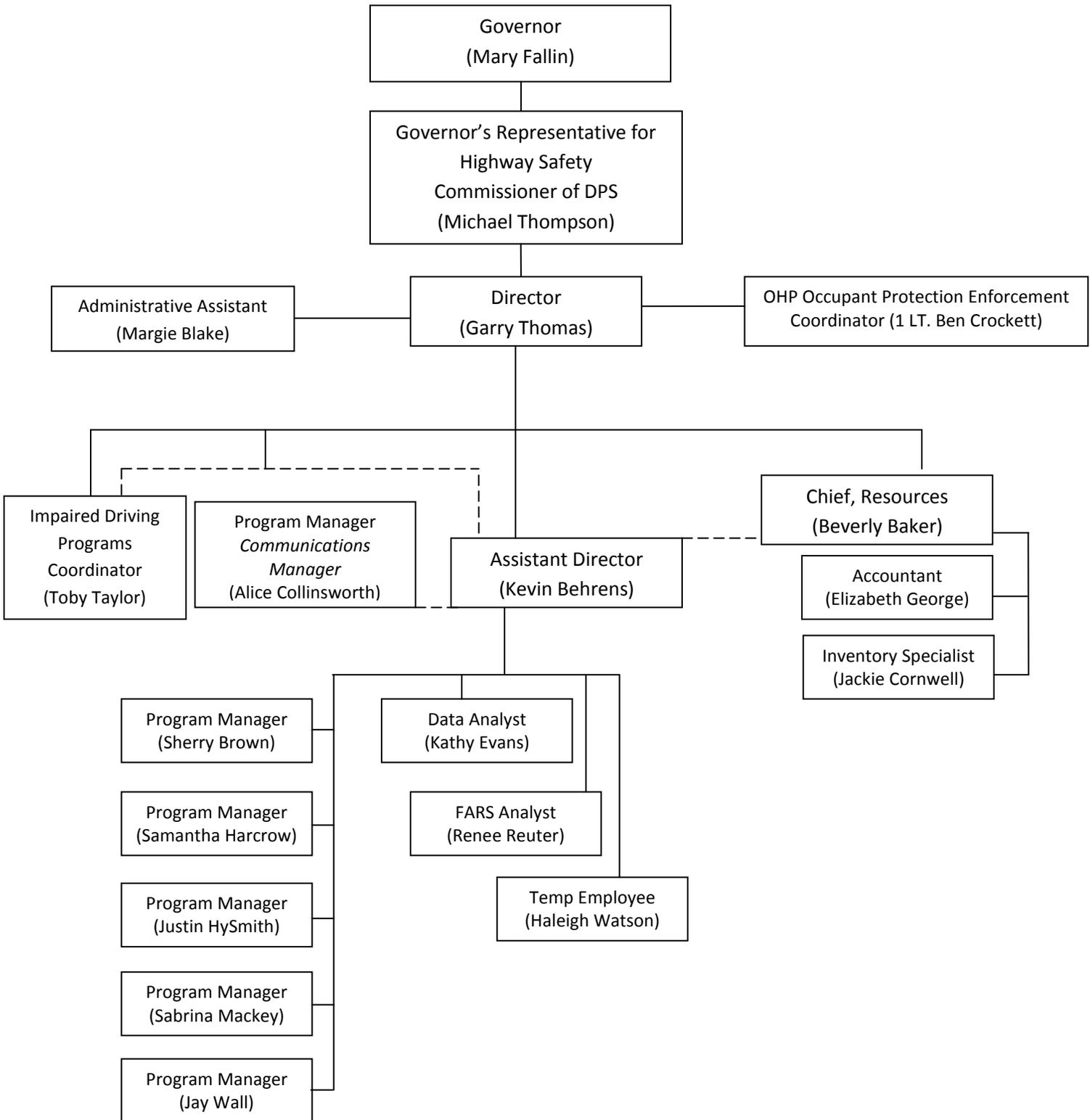
Teamwork

People

MISSION

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

OHSO ORGANIZATION



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 an annual Crash Facts book analyzing collisions for the most recent and past several years of state data. Traffic collisions are organized into a variety of classifications; i.e. KAB [Fatalities, Incapacitating Injuries, Non-Incapacitating Injuries], Fatal, Unsafe Speed, Alcohol/Drug-Related, Motorcycle, Pedestrian, and Bicycle. An in-depth analysis is done to determine primary causation, location, contributing factors, vehicle type, time of day, day of week, age, gender, etc. This information is applied to each Oklahoma county, and city with a population of over 5,000. While this analysis allows for in depth planning and program countermeasures, for uniformity FARS data alone are used to define the state's 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 and serious injury crashes on Oklahoma's roadways 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 evaluated each year, based on the latest census and are considered in the development of the Problem Identification.

LIST AND DESCRIPTION OF DATA SOURCES

Fatality and Other Crash Reports

The Oklahoma Department of Public Safety (DPS) collects fatality and other crash reports, in both electronic and paper form. The data from the crash reports are downloaded into a DB2 server for review by the analyst. Data are analyzed using SPSS software.

Occupant Protection Surveys

The University of Central Oklahoma conducts the State's annual occupant protection and child restraint surveys as well as the statewide motorcycle helmet use survey. Historical data have been used to establish future benchmarks. Safety belt and child restraint surveys are conducted each year using NHTSA's approved methods to determine the State's use rate. Results of the FY 12 survey will be discussed in the FY 12 Annual Report.

FARS

For consistency, the most recently available FARS data (2010) are used to establish OHSO's performance measures. That information, 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 discrepancies are found, research is conducted to determine the cause and necessary corrections are made.

Crash Rates

The Oklahoma Department of Transportation and the Oklahoma Tax Commission provide 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.

HIGHWAY SAFETY PLANNING PROCESS

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

The core of our process is the staff of the OHSO. Our 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 an annual Crash Facts publication and a Problem Identification based on at least five 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. OHSO also considers the results of "rate-the-state" reviews by national organizations such as the Centers for Disease Control, and others. 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 and Tulsa Police Departments, Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA) also are represented. Ideas from those and other agencies are received on a regular basis. The National Highway Traffic Safety Administration (NHTSA) 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 local 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, 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.

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.

OHSO's planning process is fluid and requires administrative flexibility. The OHSO attempts to address statistically identified problems using proven countermeasures deployed by proven partners, while simultaneously seeking out innovative solutions and new partners.

- January:** Establish preliminary state goals and post for applicant reference. **Post state goals on web-site for applicant consideration.**
- March:** Host annual statewide workshop to discuss issues and future priorities with partners. Set initial performance goals and objectives, and benchmarks. Receive local government applications at OHSO. Complete Problem Identification.
- April:** Implement project selection process.
- April – May:** Program and project selections completed.
- June:** Send out project selection letters.
- June-July:** Develop grant agreements/ Create Highway Safety Plan/Performance Plan (HSP/PP)/ Finalize state goals for project implementation.
- August:** Submit HSP/PP. (To be updated in accordance with revised federal regulatory time frames).
- September:** Meet with stakeholders to discuss status of current year's plans and obtain input for upcoming year's plan.

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 data, the OHSO conducts strategic planning sessions with its entire staff to identify goals and performance objectives for the upcoming Highway Safety Performance Plan. During these sessions, OHSO staff members evaluate the most recent collision information from the Oklahoma Crash Facts Book, FARS data, Attitude and Awareness surveys, as well as the performance results from prior years and rank our problems and prioritize strategies.

For FY 2013, the most recent FARS data, and relevant state data was provided to the University of Central Oklahoma Mathematics Department for analysis. UCO analyzed the data for the purpose of determining upward or downward trends, as well as providing the upper and lower bounds of the projected change. UCO then met with the entire OHSO staff to develop precise goals and performance measures. OHSO considers numerous sources of guidance during this process, including but not limited to:

- **Oklahoma's Strategic Highway Safety Plan**
- **Current NHTSA Region 6 Action Plan**
- **Oklahoma's Commercial Vehicle Safety Plan**
- **Most recent NHTSA reviews (Currently – 2009 Traffic Records Assessment, 2010 OP Special Management Review, 2011 Management Review, 2011 Impaired Driving Special Management Review).**

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 are used in setting goals. **NHTSA's performance measures, published in the Region 6 Regional Action Plan, and the State's Strategic Highway Safety Plan are considered and reviewed for consistency with OHSO's performance measures. We review and encourage our partners to evaluate NHTSA's publication, "Countermeasures That Work" and to establish similar, proven strategies.**

PLANNING 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. Their input into our planning process is invaluable.

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. 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.

OHSO has cultivated excellent working relationships with most of Oklahoma's established law enforcement agencies since being legislatively created in 1967. We pride ourselves in the professionalism of these agencies and count on them for support. In order to conduct effective traffic enforcement programs, we believe these agencies must be governed by an internal set of operational policies. Such policies would include the regulation of seat belt use, equipment purchasing, maintenance and tracking. **In addition, we actively encourage our law enforcement partners to regulate police pursuits by adopting policies similar to that developed by the International Association of Chiefs of Police.**

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 13, the OHSO will continue a Traffic Corridor approach to targeting high collision areas of the state. The corridor projects represent a collaboration between OHSO and our partners at the Oklahoma Department of Transportation, Oklahoma Highway Patrol, and local law enforcement agencies. Evaluation of the existing corridors will occur in FY13. Depending on the results of the evaluations, and available funding, future corridors may be identified.

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.

OTHER HIGHWAY SAFETY ISSUES

Impaired Driving, Speeding and Occupant Protection Surveys

OHSO has performed an attitude survey in accordance with NHTSA regulation since 2010. The 2012 survey results are consistent with the 2010 and 2011 results, in that as the perception of risk of apprehension increases, risky behaviors decrease. Unfortunately, reported incidents of driving after drinking are higher in the 2012 survey. Overall, the results from 2010 through 2012 are relatively stable.

Corridor Projects

The Oklahoma Highway Safety Corridor project is designed to address traffic safety issues in areas that reflect a pattern of crashes based upon a long-term review of crash data. The approach of the Plan is to address these traffic safety problems comprehensively – involving as many local stakeholders as possible. The Plan focuses on short term activities to make an immediate impact on the traffic safety of the affected areas, particularly the use of zero tolerance High Visibility Enforcement of traffic laws. The project is a collaborative effort of the Oklahoma Highway Safety Office, the Oklahoma Highway Patrol and the Oklahoma Department of Transportation.

The Oklahoma Highway Patrol will provide enhanced enforcement of the corridors using existing local Troop resources. The Oklahoma Department of Transportation will assist with limited upgrade services such as right-of-way clearing, striping and signage as appropriate. Working through our OHP Law Enforcement Liaisons, OHSO will provide funding for appropriate agencies with traffic enforcement authority along the corridor.

A vital component of this project is public awareness. The OHSO and our partner agencies will work to develop public information activities along these corridors in an effort to make the public aware of the serious nature of the collisions in the defined areas and to inform them of increased enforcement activities.

The collision picture within these corridors will be closely monitored in order to evaluate performance. While some short term improvement can be anticipated, our continued participation will be evaluated according to longer term effects.

National Mobilizations

The Oklahoma Highway Safety Office actively supports NHTSA's national mobilizations, including Click It or Ticket mobilization and Drive Sober or Get Pulled Over crackdown. This is done in a variety of ways. Each partner agency receiving federal funding is required as a condition of their grant agreement to participate and report activities for each mobilization. Our LEL's have established an active network of law enforcement partners who are personally contacted prior to each mobilization.

These agencies are provided opportunities for incentive awards after each mobilization. We actively promote the events with earned media and support from our Safe Community groups. Our paid media contractor promotes the mobilizations using the national messaging taglines. The contractor is required to report on the number of impressions achieved in each advertising venue.

Significant Collaborations

Collaboration is at the heart of OHSO's mission. The leadership in Oklahoma's highway safety community recognizes that, standing alone, OHSO's significant efforts will have little impact on improving the safety of Oklahoma's roadways.

As such, OHSO makes collaboration with partner agencies a top priority. In addition to coordinating the traffic safety activities of the grant funded agencies outlined in this plan, OHSO also participates in a number of regional traffic safety groups to address local needs. The following traffic safety groups are specifically supported by OHSO:

- Metro Area Traffic Safety Coalition (Oklahoma City area)
- Safe Communities of Northeast Oklahoma (Tulsa area)
- Green Country Safe Communities
- Southeast Oklahoma Traffic Safety Coalition
- Northern Oklahoma Traffic Safety Coalition
- Cimarron Valley Traffic Safety Coalition

Moreover, various OHSO staff members hold official positions on numerous boards, committees, and groups related to traffic safety. The committees on which OHSO staff members serve include the following:

- International Association of Chiefs of Police – DRE Technical Advisory Panel
- National Association of Women Highway Safety Leaders
- National Child Passenger Safety Board
- The Oklahoma Traffic Records Council
- The Oklahoma Underage Drinking Prevention Committee
- The Oklahoma Prevention Leadership Collaborative
- The Oklahoma Injury Prevention Sub-Committee
- The Oklahoma Advisory Committee for Motorcycle Safety and Education

OHSO also collaborates on a regular basis with the Oklahoma Department of Transportation, Oklahoma State Department of Health, Oklahoma Department of Mental Health and Substance Abuse Services, and Oklahoma Alcohol Beverage License Enforcement. Various OHSO staff also attend local safety fairs to provide services for which they are specially trained, such as child passenger safety technician services, and AAA Car Fit services.

Together, these collaborations build and strengthen the traffic safety network in Oklahoma and multiply the effectiveness of each of the partners in the area of traffic safety.

FY 2013 Problem Identification

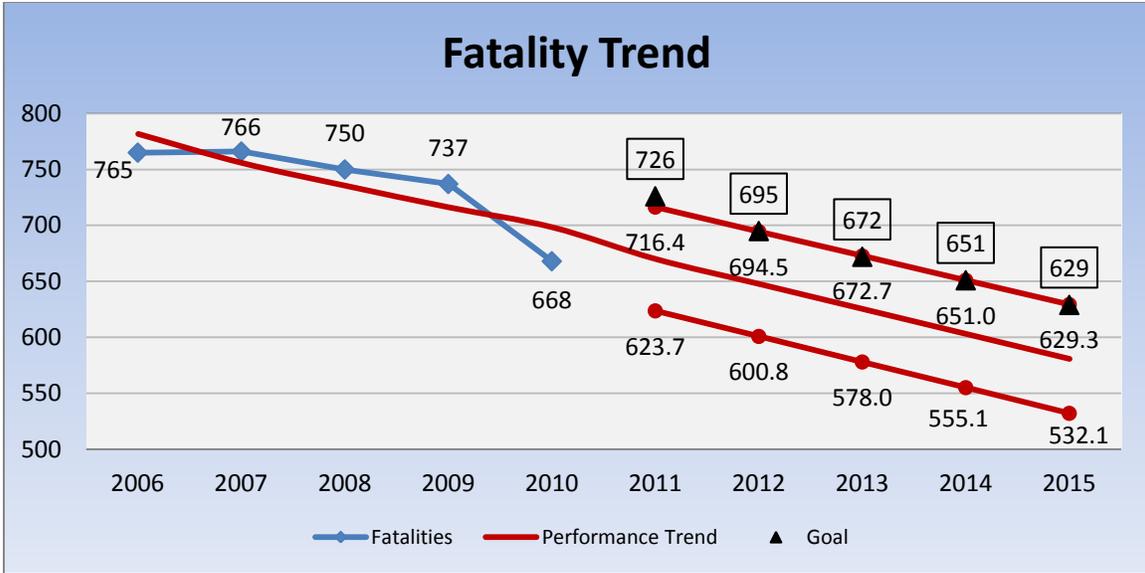
Tracy L. Morris, Ph.D.
Associate Professor

Sarah Schatz
Graduate Student

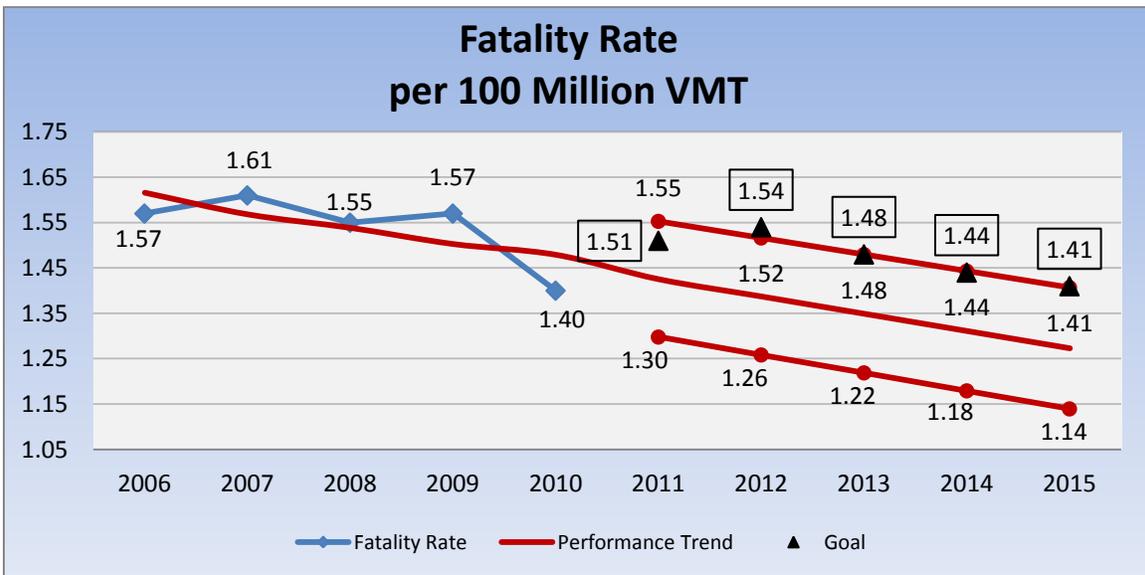
University of Central Oklahoma
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Department of Mathematics and Statistics
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Edmond, Oklahoma 73034

August 2012

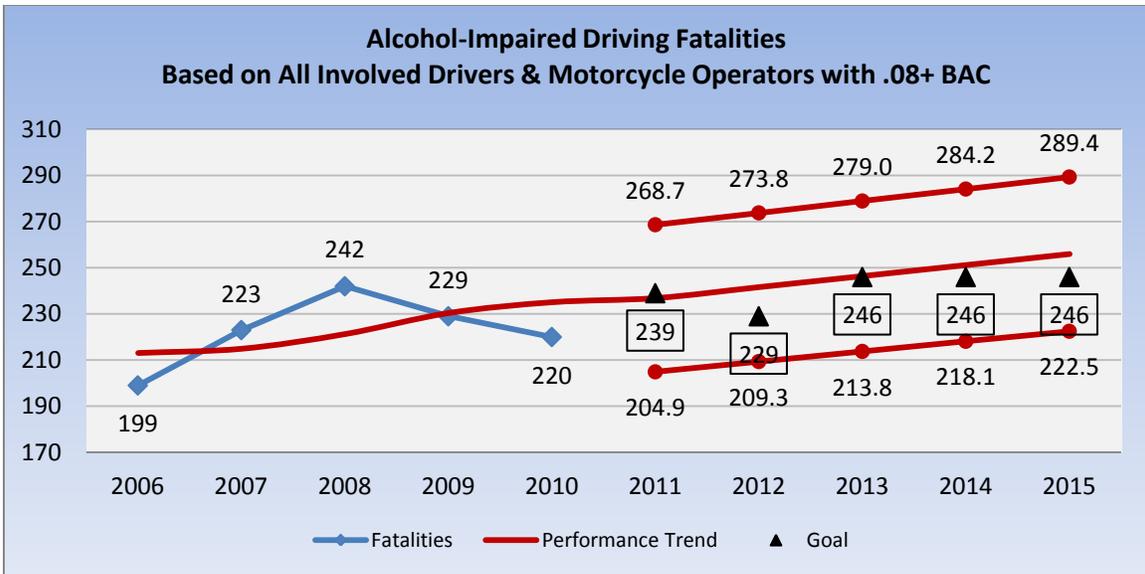
The following charts represent the mathematical projections prepared by the University of Central Oklahoma on behalf of OHSO. The upper and lower limits of the projections created by UCO are represented by the un-labeled lines on the charts. Upon consultation with UCO, the goals were set at or near the limit of the projections to represent an achievable and realistic goal. This explanation does not form a part of the Problem Identification prepared by the University of Central Oklahoma.



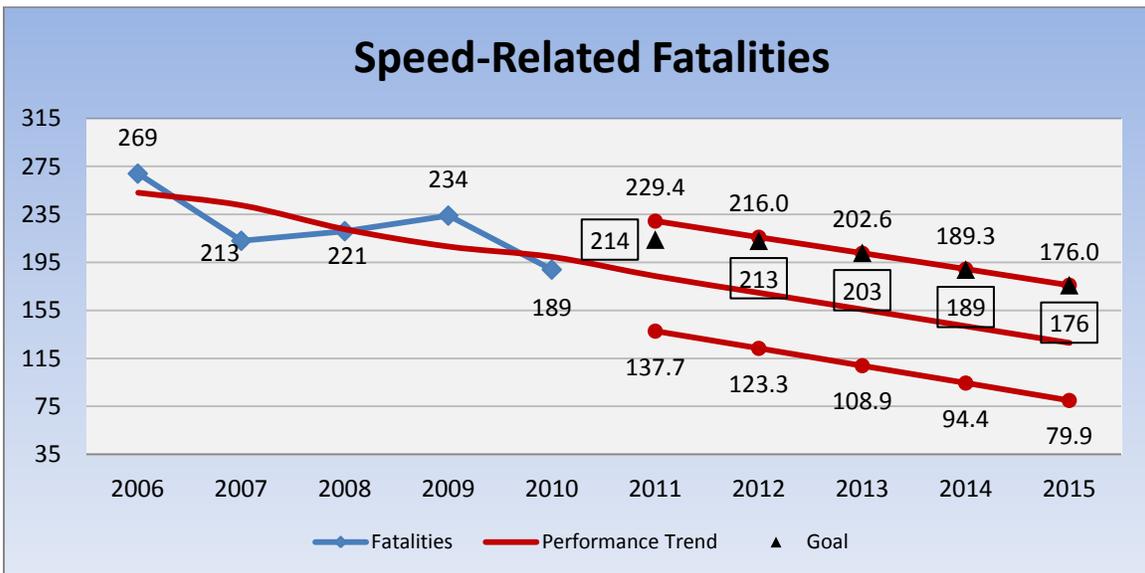
The number of fatalities in traffic crashes in Oklahoma has steadily decreased over the past five years (2006-2010). In that time, fatalities have decreased 13%.



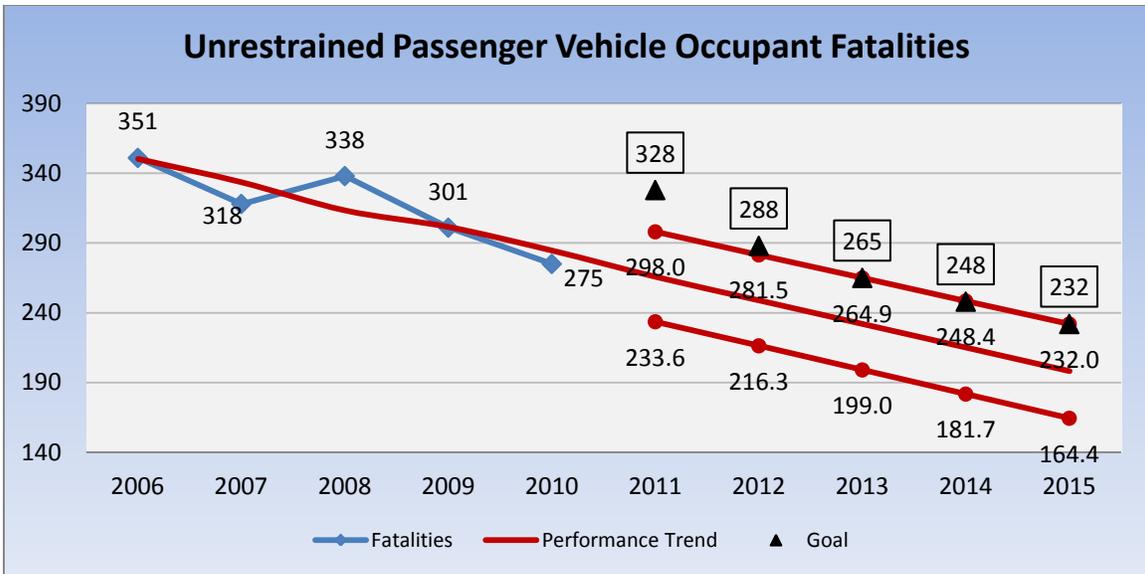
Oklahoma's fatality rate per 100 million VMT decreased in 2010 and is down 11% from the 2006 rate. The trend suggests continued decreases for 2011 and beyond.



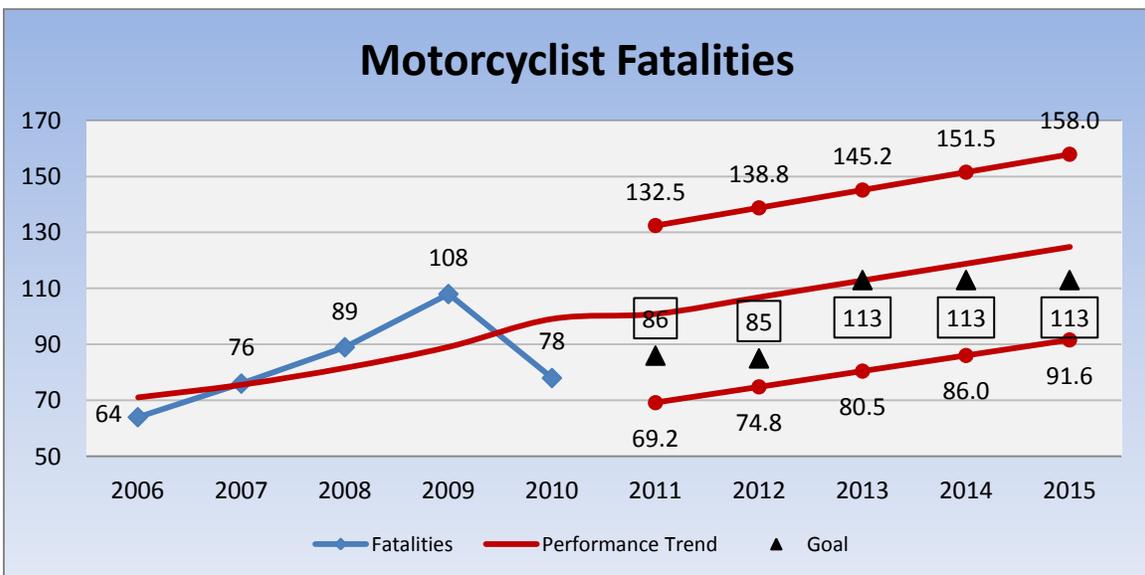
Fatalities in alcohol-impaired traffic crashes declined 4% from 2009 to 2010; however, the overall trend suggests an increase from 2011 to 2015.



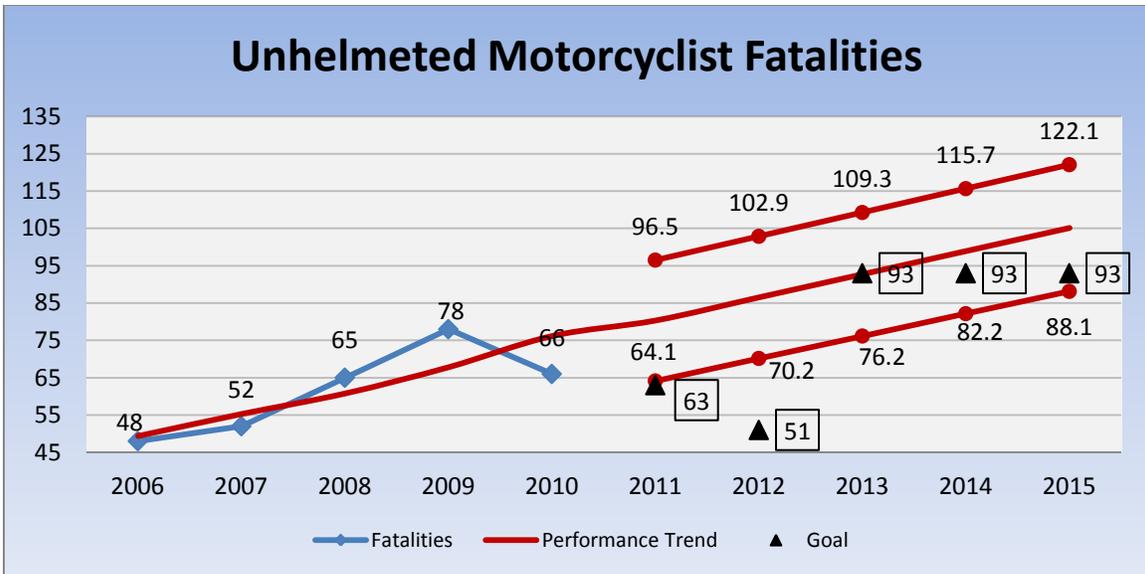
Fatalities in speed-related crashes decreased 19% from 2009 to 2010 and 30% since 2006. The trend suggests the goals for 2011 and 2012 are achievable.



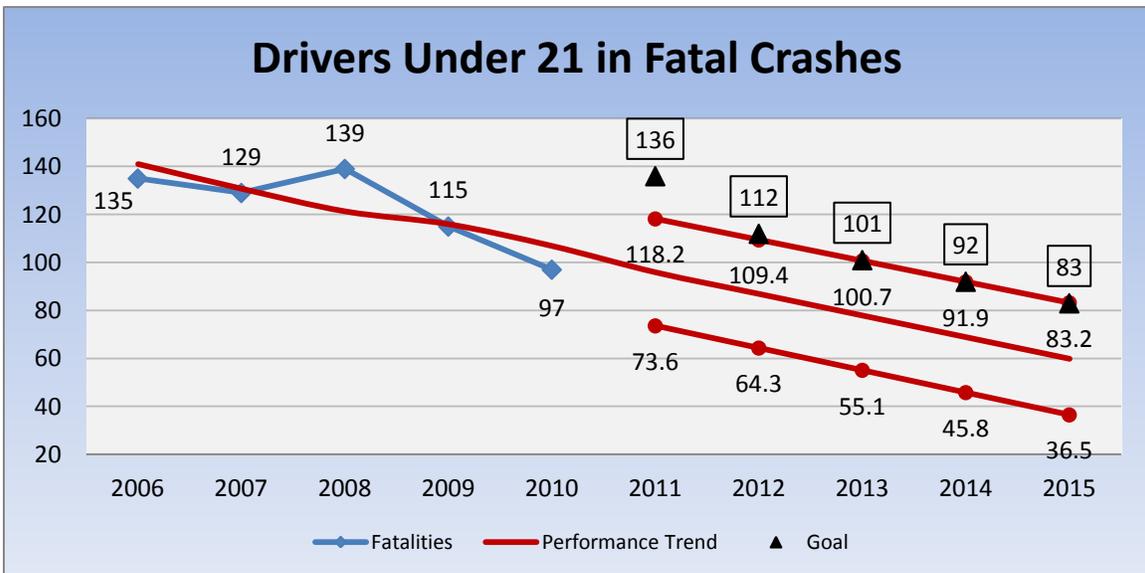
The number of unrestrained fatalities decreased significantly from 2006 to 2010. This drop from 351 to 275 is a 22% reduction. The trend suggests reductions well below the 2011 and 2012 projections.



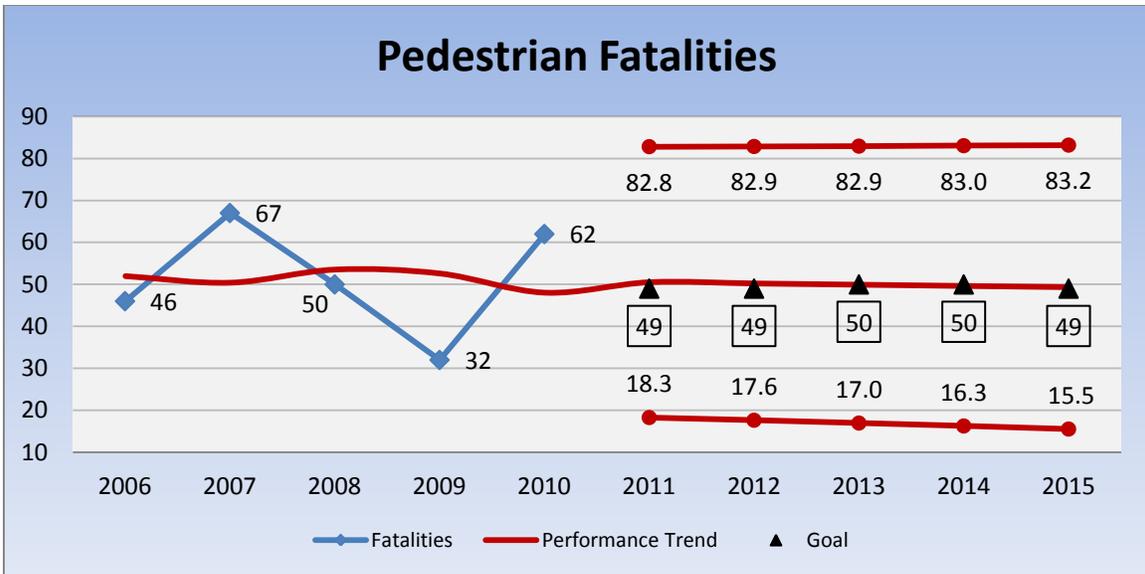
The number of motorcyclist fatalities dropped dramatically (28%) from 2009 to 2010, and the number of fatalities (78) was below the goal (86) projected for 2010. However, the overall trend still suggests an increase for 2011 and beyond.



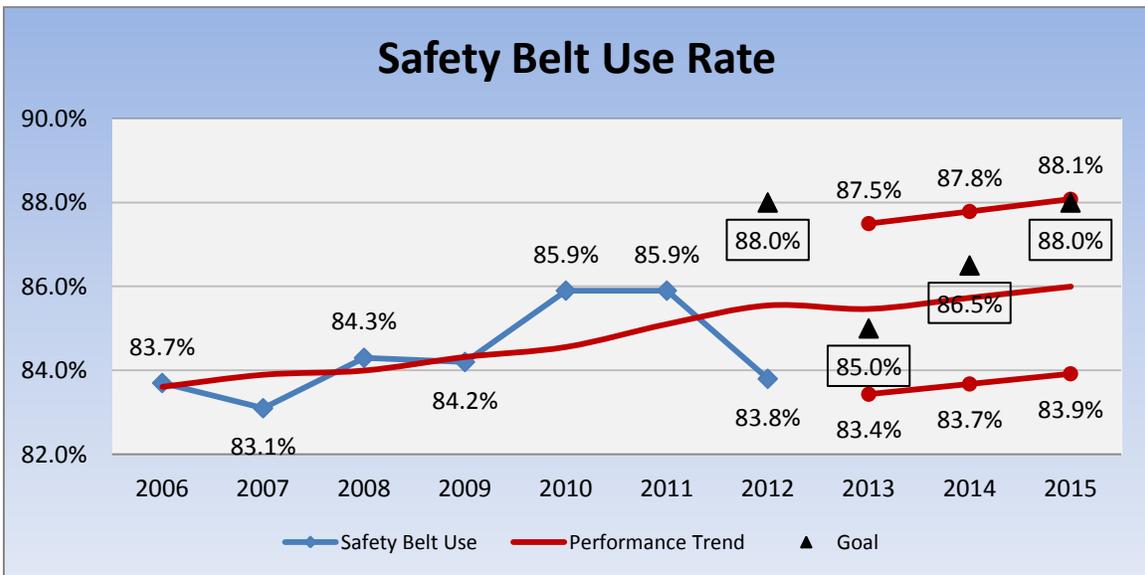
The number of unhelmeted motorcyclist fatalities increased steadily from 2006 to 2009, but dropped 15% from 2009 to 2010. However, just as the trend for motorcyclist fatalities increases for 2011 and beyond, so does the trend for unhelmeted motorcyclist fatalities.



The number of drivers under age 21 involved in fatal crashes continues to decrease. From 2006 to 2010, this number has decreased 28%. The trend suggests a continued decrease.



From 2006 to 2010 there has been a 35% increase in pedestrian fatalities. However, there have been sharp rises and drops in pedestrian fatalities between these years. The overall trend is flat.



Seat belt use rates in Oklahoma declined in 2012 with the introduction of the new seat belt use survey, but the overall trend is still increasing for 2013 and beyond.

CORE OUTCOME MEASURES

CORE OUTCOME MEASURES*					Previous Goal Projections			Future Goal Projections					
					Previous FY Goal Projection	State Data	Current FY Goal Projection	Previous Short Term Goal	New Short term Goal	Previous Intermediate Goal	New Intermediate Goal	Long Term Goal	
					2011	2011	2012	2013	2013	2014	2014	2015	
Overall													
Traffic Fatalities	Total	766	750	737	668	726	x	695	681	672	667	651	629
	Rural	540	523	498	465	x	x	469	459	396	450	368	340
	Urban	226	226	239	203	x	x	226	222	276	217	283	289
Fatalities per 100 MVMT	Total	1.61	1.55	1.57	1.40	1.51	x	1.54	1.53	1.48	1.52	1.44	1.41
	Rural	2.36	2.25	2.32	2.14	x	x	2.29	2.28	2.06	2.27	1.98	1.9
	Urban	0.92	0.9	0.94	0.78	x	x	0.91	0.90	0.94	0.89	0.95	0.97
Occupant Protection													
Unrestrained Occupant Fatalities (all seating positions)	318	338	301	275	328	x	288	282	265	276	248	232	
Observed Seat Belt Use Rate (front seat outboard occupants)	83.1	84.3	84.2	85.9	85.9	85.9	83.8 actual	88.5	85.0	85.0	86.5	88.0	
Number of Grant Funded Seat Belt Citations	x	21808	18152	31276	x	46276	x	x	x	x	x	x	
Alcohol-Impaired Driving													
Fatalities Involving Driver or mc Operator with .08+ BAC	223	242	229	220	239	x	229	227	246	225	246	246	
Number of Grant Funded Impaired Driving Arrests	x	4407	2948	3971	x	3570	x	x	x	x	x	x	
Speeding													
Speeding Related Fatalities	213	221	234	189	214	x	213	207	203	201	189	176	
Number of Grant Funded Speeding Citations	x	34055	36987	50738	x	47955	x	x	x	x	x	x	
Motorcyclists													
Number of Motorcycle Fatalities	76	89	108	78	86	x	85	84	113	83	113	113	
Number of Unhelmeted Motorcyclist Fatalities	52	65	78	66	63	x	51	50	93	50	93	93	
Youth													
Number of Drivers under 21	129	139	115	97	136	x	112	111	101	110	92	83	
Pedestrians													
Number of Pedestrian Fatalities	67	50	32	62	49	x	49	48	50	47	50	49	

* using FARS data unless noted

FY 2013 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, 403, 406, 408, 410, 2010, etc. In order to address the State’s impaired driving challenges in FY 2012, many of our projects were provided Section 410 funding in addition to funding appropriate to their primary program focus. When this is done, that project is generally 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.

PROGRAM MANAGEMENT SALARIES BY PROGRAM AREA

The chart below summarizes the funded salaries for Program Management by Program Area at OHSO. Program area assignments may vary as the fiscal year progresses.

	AL	MC	OP	PT	TR	410	P& A
Director – Garry Thomas							30%
Assistant Director – Kevin Behrens	50%		25%	25%			
Chief of Resources – Beverly Baker							30%
Accountant – Elizabeth George							30%
Secretary – Margie Blake							30%
Inventory Specialist – Jackie Cornwell							100%
Program Manager 1 – Jay Wall	25%			25%	50%		
Program Manager 2 – Justin Hysmith	20%	50%		30%			
Program Manager 3 – Sabrina Mackey	75%			25%			
Program Manager 4 – Sam Harcrow	20%		55%	25%			
Program Manager 5 – Sherry Brown	15%		25%	60%			
Program Manager 6 (Communications) – Alice Collinsworth							30%
Data Analyst – Kathy Evans					100%		
OP Enforcement Coordinator – Lt. Ben Crockett			100%				
Impaired Driving Programs Coordinator – Toby Taylor						100%	

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 roadways.

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-13-07-01-00		
Project Title:	Planning and Administration		
Agency:	OHSO		
Budget:	\$268,239.00	Source: 402	
	\$268,239.00		State Funds

Description: Costs to include travel, training, office rent, office machines, office supplies, and other appropriate administrative expenditures.

Personnel services to manage and provide administrative services for all Oklahoma Highway Safety Programs are reflected in the chart on page 23 (expressed as a percentage of federal funding used for each full time position).

Planning and Administration: Budget Summary

Project Number					Project Name	Budget	Budget Source
PA	13-	07-	01-	00	Planning & Administration	268,239.00	Section 402
						268,239.00	State of Oklahoma
402 Total						268,239.00	
Total All Funds						536,478.00	

ALCOHOL/IMPAIRED DRIVING

Alcohol/Impaired Driving Problem Identification

FARS data indicates 220 alcohol related fatalities occurred on Oklahoma roadways in 2010. This represents a reduction of almost 4% from the 229 alcohol related fatalities in 2009. Alcohol related fatalities have decreased in 2009 and 2010 from the 2008 total of 242. However, alcohol related fatalities still represent nearly 33% of all fatalities on Oklahoma roadways. Additionally, analysis by the University of Central Oklahoma indicates a projected future increase in alcohol related traffic fatalities.

Alcohol/Impaired Driving Objective

To limit the projected increase in the number of fatalities involving drivers or motorcycle operators with .08+ BAC from 220 in 2010 to 246 in 2013.

Alcohol/Impaired Driving Strategies

- **DUI Enforcement:**
 - Oklahoma will provide sustained enforcement of DUI laws by funding and supporting State and local law enforcement programs. Oklahoma will market, coordinate, and support multi-jurisdictional DUI enforcement programs.
 - Support and require participation by grantee law enforcement agencies in the national and State "Drive Sober or Get Pulled Over." (DSOGPO) Crackdown, as well as all other national mobilization periods and campaigns.
 - Oklahoma will support aggressive DUI enforcement in the three existing Highway Safety Corridors.
 - Oklahoma will assist in coordinating, supporting and publicizing Place of Last Drink investigations by the Alcohol Beverage Licensing Enforcement (ABLE) Commission.
 - Four quarterly High Visibility Enforcement (HVE) events are scheduled for November 2012, December 2012 – January 2013, April 2013, and July – August 2013 in support of the §410 impaired driving program.
 - Oklahoma will encourage DUI enforcement of impaired motorcyclists in jurisdictions representing higher than normal rates of impaired motorcyclist crashes.
 - Oklahoma will continue to fund DRE training for law enforcement officers.
 - Oklahoma will continue to fund ARIDE training for law enforcement officers.

- Provide incentive awards to non-grantee law enforcement agencies in order to encourage participation in the DSOGPO campaign.
- Provide SFST training at the local level through SFST Instructor certified Law Enforcement Liaisons.
- **Prosecution and Adjudication:**
 - Through the continued and expanded use of a Traffic Safety Resource Prosecutor (TSRP), Oklahoma will continue to educate prosecutors on the importance of prosecutions for alcohol/drug impaired driving. The TSRP will continue to expand training for prosecutors in best practices for the prosecution of alcohol/drug impaired drivers.
 - Through the continued and expanded use of a State Judicial Educator (SJE), Oklahoma will educate the judiciary and court personnel on the importance of alcohol/drug impaired driving cases. The SJE will continue to expand training for the judiciary in best practices and emerging trends in the adjudication of alcohol/impaired driving cases.
- **Education and Awareness:**
 - Discourage impaired driving and underage drinking through paid media, earned media, sports marketing, participation in community events, and production of materials as the opportunity arises.
 - Conduct statewide attitude surveys in order to gauge awareness of impaired driving issues.
 - Conduct an Impaired Driving Assessment in order to raise awareness of issues facing the law enforcement, treatment and prevention, judiciary, and prosecution related to impaired driving.
- **Program Area Management**
 - Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Impaired Driving Prevention projects planned for FY 2013.

**Alcohol/Impaired Driving Countermeasure Programs
DUI ENFORCEMENT**

Community Impaired Driving Enforcement Projects

Project Number:	Multiple - See Impaired Driving Budget Summary	
Project Title:	Community Impaired Driving Enforcement Programs	
Agency:	See Description and AL Budget Summary	
Budget:	See Alcohol Budget Summary	Source: 402/410

Description: Each participating agency will conduct aggressive impaired driving enforcement. 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 offenses 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. Many of the agencies are being provided with a secondary source of funds to address other traffic issues within their jurisdictions. Funds will be carefully monitored to ensure compliance with fund specific requirements.

Community Impaired Driving Projects include: Ada PD, Cherokee County SO, Collinsville PD, Creek County SO, Enid PD, Grove PD, Kay County SO, Lawton PD, Lincoln County SO, Logan County SO, Mayes County SO, Oklahoma City PD, Oklahoma County SO, Oklahoma Scenic Rivers Commission, Payne County SO, Ponca City PD, Sand Springs PD, Sapulpa PD, Tahlequah PD, Tulsa County SO, Tulsa PD, Washington County SO. OHP is a statewide Impaired Driving program. (see AL Budget Summary for specific AL / 410 budget amounts.) **Equipment:** Tulsa will purchase a speed trailer to act as a force multiplier in its efforts to combat speeding infractions. Tulsa will purchase a Total Station Accident Reconstruction system to increase the accuracy and completeness of crash investigations.

High Visibility Enforcement in Support of Funding Under 23 U.S.C. §410

Project Number:	K8-13-03-23-07		
Project Title:	OHP Statewide Impaired Driving Enforcement		
Agency:	Oklahoma Highway Patrol		
Budget:	\$551,130.00	Source:	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 November, December-January, April , and July-August. Troopers will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

Project Number:	AL-13-03-03-06
	OP-13-03-05-06
	PT-13-03-14-06
	K8-13-03-22-06

Project Title:	Oklahoma County Impaired Driving Enforcement		
Agency:	Oklahoma County Sheriff's Office		
Budget:	\$62,700.00	Source:	402
	\$32,500.00		402
	\$4,700.00		402
	\$97,500.00		410

Description: There are two major components to this law enforcement project; occupant protection awareness and enforcement; and impaired driving enforcement. Using Section 402 funds, Oklahoma County patrol and traffic deputies will target occupant protection violations in Oklahoma County, in order to increase the seat belt use rate in central Oklahoma. Using Section 410 funds, deputies will conduct county-wide impaired driving enforcement initiatives. A public information and education effort will also be implemented to increase awareness concerning impaired driving issues. In addition, a full-time deputy will be employed to implement the CRASHs Court and SIDNE © training programs. In addition to participation in the DSOGPO crackdown, deputies will conduct quarterly High Visibility Enforcement (HVE) activities in November, December-January, April, and July-August as detailed in the Section 410 funding plan.

Law Enforcement Training Projects

Project Number:	AL-13-02-03-13		
Project Title:	Norman PD DRE Program		
Agency:	Norman Police Department		
Budget:	\$67,000.00	Source:	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 Board of Tests of Alcohol and Drug Influence. Each student successfully completing the course will be granted DRE certification.

Project Number:	AL-13-02-04-12		
Project Title:	OACP ARIDE Training Project		
Agency:	Oklahoma Association of Chiefs of Police		
Budget:	\$68,047.00	Source:	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.

PROSECUTION AND ADJUDICATION

Project Number:	AL-13-02-02-10		
Project Title:	Traffic Safety Resource Prosecutor Project		
Agency:	Oklahoma District Attorneys Council		
Budget:	\$171,677.00	Source:	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 impaired driving.

Project Number:	K8-13-02-01-02		
Project Title:	ECU State Judicial Educator Project		
Agency:	East Central State University		
Budget:	\$75,079.00	Source:	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:	K8-13-05-03-05	
Project Title:	OSBI Impaired Driving Testing Program	
Agency:	Oklahoma State Bureau of Investigation	
Budget:	\$63,585.75	Source: 410

Description: This project will fund 75% of a full-time technician/chemist to operate the GC/MSD (gas chromatograph/mass selective detector) analysis device. 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.

EDUCATION AND AWARENESS

Project Number:	K8-13-02-02-05	
Project Title:	OSU Traffic Safety and Alcohol Education Project	
Agency:	OSU Police Department	
Budget:	\$37,750.00	Source: 410

Description: This project will fund 50% of a 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. The assigned officer will work with the Stillwater Police Department Task Force to conduct compliance checks on local 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:	AL-13-02-01-17	
Project Title:	Tulsa Community Services Council CRASHs Court	
Agency:	Tulsa Community Services Council	
Budget:	\$75,000.00	Source: 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:	K8-13-05-01-09	
Project Title:	Impaired Driving Assessment	
Agency:	University of Oklahoma Conference Pros	
Budget:	\$65,000.00	Source: 410

Description: Through the University of Oklahoma – Conference Pros, the State will participate in a NHTSA impaired driving assessment. The purpose of the impaired driving assessment is to identify opportunities for growth in the areas of program development and delivery in the impaired driving arena. The findings of the assessment will be used to raise awareness of the issues related to impaired driving.

PROGRAM AREA MANAGEMENT

Project Number:	AL-13-07-01-00	
	K8-13-07-01-00	
Project Title:	Program Area Management	
Agency:	OHSO	
Budget:	\$180,640.00	Source: 402
	\$76,510.00	410

Description: Program management for projects within the Impaired Driving Prevention Program Area will be provided by OHSO personnel to monitor and oversee programs in accordance with the chart on page 23. Travel and training may be included in the project for monitoring, workshops, and seminars:

Alcohol/Impaired Driving: Budget Summary

Project Number					Project Name	Budget	Budget Source
K8-	13-	03-	02-	05	Ada PD	23,000.00	Section 410
AL-	13-	03-	01-	03	Canadian County SO	10,000.00	Section 402
PT-	13-	03-	03-	03	Canadian County SO	10,000.00	Section 402
K8-	13-	03-	06-	01	Cherokee County SO	21,000.00	Section 410
K8-	13-	03-	07-	06	Collinsville PD	9,000.00	Section 410
PT-	13-	03-	05-	06	Collinsville PD	8,000.00	Section 402
AL-	13-	02-	01-	17	Comm Serv Council - CRASHs Court	75,000.00	Section 402
K8-	13-	03-	08-	02	Creek County SO	22,000.00	Section 410
AL-	13-	02-	02-	10	Dist Atty's Council	171,677.00	Section 402
K8-	13-	02-	01-	02	East Central Univ - SJE	85,579.00	Section 410
K8-	13-	03-	11-	09	Enid PD	40,000.00	Section 410
PT-	13-	03-	07-	09	Enid PD	32,500.00	Section 402
K8-	13-	03-	12-	04	Grove PD	15,000.00	Section 410
PT-	13-	03-	08-	04	Grove PD	26,500.00	Section 402
K8-	13-	03-	13-	05	Kay County SO	20,000.00	Section 410
PT-	13-	03-	09-	05	Kay County SO	6,000.00	Section 402
AL-	13-	03-	02-	10	Lawton PD	25,000.00	Section 402
K8-	13-	03-	14-	10	Lawton PD	30,000.00	Section 410
K8-	13-	03-	15-	02	Lincoln County SO	14,000.00	Section 410
PT-	13-	03-	11-	02	Lincoln County SO	6,000.00	Section 402
K8-	13-	03-	16-	04	Logan County SO	25,000.00	Section 410
K8-	13-	03-	18-	01	Mayes County SO	20,000.00	Section 410
AL-	13-	02-	03-	13	Norman PD - DRE	67,000.00	Section 402
K8-	13-	03-	23-	07	OHP	551,130.00	Section 410
AL-	13-	02-	04-	12	OK Assn. of Chiefs of Police	68,047.00	Section 402

K8-	13-	03-	24-	02	OK Scenic River Commission	12,200.00	Section 410
PT-	13-	03-	15-	02	OK Scenic River Commission	2,000.00	Section 402
K8-	13-	03-	21-	09	Oklahoma City PD	150,000.00	Section 410
OP-	13-	03-	04-	09	Oklahoma City PD	53,400.00	Section 402
AL-	13-	03-	03-	06	Oklahoma County SO	62,700.00	Section 402
OP-	13-	03-	05-	06	Oklahoma County SO	32,500.00	Section 402
PT-	13-	03-	14-	06	Oklahoma County SO	4,700.00	Section 402
K8-	13-	03-	22-	06	Oklahoma County SO	97,500.00	Section 410
K8-	13-	05-	03-	05	OSBI	63,585.75	Section 410
K8-	13-	02-	02-	05	OSU PD	37,750.00	Section 410
K8-	13-	05-	01-	09	OU Conference Pros	65,000.00	Section 410
PT-	13-	05-	05-	09	OU Conference Pros	45,000.00	Section 402
AL-	13-	03-	04-	02	Payne County SO	28,000.00	Section 402
AL-	13-	04-	01-	00	PI&E	12,500.00	Section 402
K8-	13-	03-	26-	06	Ponca City PD	20,000.00	Section 410
PT-	13-	03-	16-	06	Ponca City PD	3,000.00	Section 402
AL-	13-	07-	01-	00	Program Area Management	180,640.00	Section 402
K8-	13-	07-	01-	00	Program Area Management	76,510.00	Section 410
AL-	13-	03-	05-	09	Purcell PD	10,000.00	Section 402
SE-	13-	03-	07-	09	Purcell PD	10,000.00	Section 402
K8-	13-	03-	27-	10	Sand Springs PD	17,500.00	Section 410
PT-	13-	03-	18-	10	Sand Springs PD	18,250.00	Section 402
K8-	13-	03-	28-	12	Sapulpa PD	23,500.00	Section 410
PT-	13-	03-	19-	12	Sapulpa PD	25,500.00	Section 402
AL-	13-	03-	06-	07	Shawnee PD	20,250.00	Section 402
SE-	13-	03-	08-	07	Shawnee PD	6,750.00	Section 402
K8-	13-	07-	02-	00	State Match	4,866,686.25	State of Oklahoma
K8-	13-	03-	29-	11	Tahlequah PD	22,000.00	Section 410
K8-	13-	03-	30-	06	Tulsa County SO	90,000.00	Section 410
PT-	13-	03-	22-	06	Tulsa County SO	2,000.00	Section 402
K8-	13-	03-	01-	06	Tulsa PD	45,000.00	Section 410
PT-	13-	03-	01-	06	Tulsa PD	69,000.00	Section 402
K8-	13-	03-	31-	04	Washington County SO	25,000.00	Section 410
402 Total						1,091,914.00	
410 Total						1,621,254.75	
State Funds Total						4,863,764.25	
Total All Funds						7,576,933.00	

MOTORCYCLE SAFETY

Motorcycle Safety Problem Identification

Oklahoma experienced a reprieve from a steady climb in motorcycle fatalities in 2010. There were 78 motorcyclist fatalities in Oklahoma in 2010. There were 108 motorcycle fatalities in 2009, 89 in 2008, 76 in 2007, and 64 in 2006. This steady increase has paralleled the increase in motorcycle registrations. The reduction in fatalities in 2010 has not had an effect on the upward trend in this category. As such, Oklahoma remains committed to implementing sound motorcycle safety programs in the upcoming program year.

Motorcycle Safety Objective

To limit the projected increase in the number of motorcyclist fatalities from 78 in 2010 to 113 in 2013.

To limit the projected increase in the number of un-helmeted motorcyclist fatalities from 66 in 2010 to 93 in 2013.

Motorcycle Safety Strategies

- **Motorcyclist Training and Education**
 - Oklahoma will maintain and expand innovative motorcycle training programs through the statewide training programs.
 - Oklahoma will continue to increase the number of certified motorcycle safety instructors.
 - Oklahoma will take steps to ensure consistent, quality instruction in motorcycle safety training courses.
 - Oklahoma will work to increase the capacity of government, private, and non-profit entities to provide motorcycle safety training.
- **Impaired Motorcyclist Enforcement**
 - Oklahoma will encourage law enforcement agencies in areas experiencing high rates of motorcycle KAB crashes to be alert for impaired motorcyclists.
- **Communications**
 - Oklahoma will promote the benefits of training and licensing through motorcycle dealers, civic groups, social media, and other appropriate forums.
 - Oklahoma will conduct a motorcycle helmet survey and communicate the results to the media and motorcycling community along with data related to the efficacy of motorcycle helmets in reducing the risk of injury and death.
 - Oklahoma will continue to promote a safer environment for motorcyclists through “Share the Road” advertising and messaging.
- **Program Area Management**
 - Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Motorcycle Safety projects planned for FY 2013.

Motorcycle Safety Programs

MOTORCYCLIST TRAINING AND EDUCATION

Project Number:	ST-MC-13-02-03-02	
Project Title:	Great Plains Tech. Center Training Program	
Agency:	Great Plains Technology Center	
Budget:	\$53,200.00	Source: State funds

Description: Great Plains Technology Center will continue to provide MSF classes for riders seeking to improve their skills and abilities to operate motorcycles safely. GPTC will offer both BRC (Basic Rider Course) and BRC2 (Basic Rider Course 2) classes. Additionally, GPTC will explore the possibility of providing an ARC (Advanced Rider Course) class. GPTC will sponsor candidates for MSF instructor certification during the project year, thereby increasing the state’s capacity to deliver training. GPTC will increase its fleet of training motorcycles in order to deliver training to more individuals.

Project Number:	ST-MC-13-02-05-01	
Project Title:	Southern Okla. Tech. Center Motorcycle Safety Education	
Agency:	Southern Oklahoma Technology Center	
Budget:	\$66,000.00	Source: State funds

Description: Southern Oklahoma Technology Center will be instituting an MSF approved motorcycle training program. The goal is to graduate 90 students in the first year of operation. SOTC recently built a new building and parking lot. The parking lot was specifically designed to accommodate an MSF training range. SOTC will focus on purchasing equipment, building awareness, and training instructors in the first half of the project term in order to begin training students in the Spring of 2013.

Project Number:	ST-MC-13-02-04-02	
Project Title:	OSU- OKC Training Program	
Agency:	OSU – OKC	
Budget:	\$77,735.00	Source: State funds

Description: OSU-OKC will continue providing motorcycle safety training at its campus in Oklahoma City. In FY 2013, OSU-OKC will add a three wheel motorcycle training program, the first of these in Oklahoma. Additionally, OSU-OKC will continue to provide motorcycle safety training on a regular basis.

Project Number:	ST-MC-13-02-02-15	
	K6-13-02-03-15	
Project Title:	Edmond Motorcycle Safety Education	

Agency:	Edmond Police Department		
Budget:	\$35,000.00	Source:	State Funds
	\$15,000.00		2010

Description: The Edmond Police Department will continue its delivery of motorcycle safety training at locations to be determined, statewide. The course is based upon law enforcement motorcycle operator training, and is designed to prepare riders to survive in common traffic situations. Project officers will also provide training to the general motoring public on sharing the road with motorcyclists. This will occur at safety fairs, civic events, and the Alive @ 25 defensive driving course sponsored by the Edmond Police Department. Project funds will be used to develop and purchase promotional items related to the course. The Edmond Police Department will obtain written approval for all promotional items and develop a written distribution plan before purchasing any items.

Project Number:	K6-13-02-02-13		
Project Title:	Broken Arrow Motorcycle Safety Education		
Agency:	Broken Arrow Police Department		
Budget:	\$52,800.00	Source:	2010

Description: The Broken Arrow Police Department will continue and expand its delivery of motorcycle safety training at locations to be determined, in the Tulsa metropolitan area. The course curriculum is based upon law enforcement motorcycle operator training, and is designed to prepare riders to survive in common traffic situations. Project officers will also provide training to the general motoring public on sharing the road with motorcyclists. This will be accomplished by speaking to civic groups, attending safety fairs, and other PI&E activities. In order to increase the reach of the project, a towing vehicle will be purchased in order to tow the cargo trailer and motorcycles to alternate locations for training.

Project Number:	K6-13-05-01-02		
Project Title:	Oklahoma Motorcycle Instruction Quality Assurance		
Agency:	Department of Public Safety		
Budget:	\$81,214.00	Source:	2010

Description: The Department of Public Safety will deploy a full time employee of the Driver's License Services Division to perform quality assurance monitoring on all licensed motorcycle instruction providers in Oklahoma. The quality assurance inspector will be provided MSF Quality Assurance training under the terms of the grant.

Project Number:	MC-13-05-04-03	
Project Title:	National Guard Motorcycle Safety Training	
Agency:	Oklahoma National Guard	
Budget:	\$5,000.00	Source: 402

Description: OHSO will direct purchase incentives for distribution by the Oklahoma National Guard for distribution to participants in its annual motorcycle training event. Soldiers and non-soldiers that attend are eligible for the incentives. Receipt of the incentive awards are directly tied to participation in the safety training offered. The incentives consist of personal protective equipment (helmets, gloves, reflective vests).

COMMUNICATIONS

Project Number:	ST-MC-13-05-02-00	
Project Title:	Oklahoma Motorcycle Helmet Survey	
Agency:	University of Central Oklahoma	
Budget:	\$12,225.00	Source: State funds

Description: In conjunction with the Oklahoma statewide seat belt survey, the University of Central Oklahoma will conduct a survey of the number of motorcyclists wearing helmets. The results will be reported to the Oklahoma Highway Safety Office and the Advisory Committee for Motorcycle Safety and Education.

PROGRAM AREA MANAGEMENT

Project Number:	MC-13-07-01-00	
Project Title:	Program Area Management	
Agency:	OHSO	
Budget:	\$36,100.00	Source: 402

Description: Program management for projects within the Motorcycle Safety Program Area will be provided by OHSO personnel to monitor and oversee programs in accordance with the chart on page 23.. Travel and training may be included in the project for monitoring, workshops, and seminars.

Motorcycle Safety: Budget Summary

Project Number					Project Name	Budget	Budget Source
K6-	13-	02-	02-	13	Broken Arrow PD	52,800.00	Section 2010
K6-	13-	02-	03-	15	Edmond PD	15,000.00	Section 2010
K6-	13-	05-	01-	02	DPS - QA Coordinator	81,214.00	Section 2010
MC-	13-	05-	04-	03	National Guard Motorcycle Safety Program	5,000.00	Section 402
MC-	13-	07-	01-	00	Program Area Management	36,100.00	Section 402
MC-	13-	07-	02-	00	State Match	441,874.00	State of Oklahoma
402 Total						41,100.00	
2010 Total						149,014.00	
State Funds Total						441,874.00	
Total All Funds						631,988.00	

OCCUPANT PROTECTION

Occupant Protection Problem Identification

Unrestrained passenger vehicle occupant fatalities have decreased in Oklahoma significantly over the past few years, from a high of 351 in 2006 to 275 in 2010. This represents a 22% reduction. Trends indicate further reductions in the future. However, the State’s observed seat belt use rate has remained relatively unchanged since 2006. The observed seat belt use rate reported in the 2012 survey was 83.8 percent. Oklahoma’s recertification rate for CPS Technicians now stands at 55.2%, above the national average, and well above historical trends in Oklahoma. Nevertheless, according to Safe Kids Worldwide

studies, a vast majority of parents or caregivers struggle with properly installing child restraint seats. Preliminary survey results indicate the child restraint use rate now stands at 91.6%.

Occupant Protection Objectives

To reduce the number of unrestrained occupant fatalities (all seating positions) from 275 in 2010 to 265 in 2013.

To increase the safety belt use rate from 83.8% in 2012 (most current) to 85.0% in 2013.

Occupant Protection Strategies

- Occupant Protection Enforcement
 - Oklahoma will provide sustained enforcement of seat belt and child passenger safety laws by supporting state and local law enforcement programs.
 - Oklahoma will emphasize occupant protection enforcement in appropriate law enforcement projects.
 - Oklahoma will improve enforcement program development and delivery through coordination by the OHSO Law Enforcement Occupant Protection Specialist.
 - Oklahoma will support and encourage participation by all law enforcement agencies in the national and statewide seat belt campaigns (Click It or Ticket, Buckle Up In Your Truck, Get Your Clicks on Route 66, Fasten Up Fridays).
 - Oklahoma will provide incentive awards to non-grantee law enforcement agencies to encourage participation in the Click It or Ticket campaign.
- Child Passenger Safety
 - Oklahoma will continue to expand the provision of child passenger safety programs to rural areas
 - Oklahoma will continue to provide education and free child safety seats to eligible low income parents or guardians.
 - Oklahoma will continue to provide education of child restraint use by parents and guardians through car seat check events.
 - Oklahoma will continue efforts to increase the capacity of the state to provide child passenger safety services by retaining and recruiting additional CPS technicians and CPS instructors.
 - Oklahoma will continue to promote the proper use of child restraints by providing Technical Update training and Technician Certification training.
- Education and Awareness
 - Oklahoma will promote seat belt and child restraint use through paid and earned media, sports venues, and other community events.
 - Oklahoma will conduct statewide occupant protection surveys in order to gauge the public's understanding of occupant protection issues.
 - Oklahoma will continue to emphasize child restraint use education in minority populations.
- Program Area Management

- Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Occupant Protection projects planned for FY 2013.

**Occupant Protection Improvement Projects
OCCUPANT PROTECTION ENFORCEMENT**

Project Number:	Multiple (see Budget Summary)	
Project Title:	Community OP Enforcement Projects	
Agency:	Multiple (see Budget Summary)	
Budget:	See Budget Summary	Source: 402

Description: In an effort to increase seat belt use rates in Oklahoma, OHSO will provide funding to a number of select communities where seat belt use rates are below the statewide average. Our focus for FY 2013 will remain on 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. In addition to these projects, a number of other law enforcement projects have an occupant protection enforcement component. Community Occupant Protection Enforcement Projects include: Bethany Police Department, Midwest City Police Department, Norman Police Department, Warr Acres Police Department. **Equipment:** Norman Police Department will purchase two motorcycles dedicated to traffic enforcement. See Equipment Request.

CHILD PASSENGER SAFETY

Project Number:	OP-13-02-01-15	
Project Title:	Safe Kids Oklahoma CPS Project	
Agency:	Safe Kids Oklahoma	
Budget:	\$168,000.00	Source: 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-13-02-02-13	
Project Title:	Tulsa Safe Kids CPS Project	
Agency:	Tulsa Area Safe Kids	
Budget:	\$39,000.00	Source: 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.

Project Number:	STCPS- 13-02-02-00	
Project Title:	CPS Technician Certification Project	
Agency:	Safe Kids Worldwide	
Budget:	\$43,580.00	Source: State Funds

Description: Through the use of state CPS educational funds, OHSO is funding the certifications or re-certifications of CPS Technicians and CPS Technician Instructors. This is an effort to maintain the momentum achieved in increasing the recertification rate through adjustments in the training schedule several years ago. As the number of technicians and instructors increases, the capacity of the State to provide this valuable service is multiplied.

EDUCATION AND AWARENESS

Project Number:	OP-13-05-01-00		
Project Title:	Seat Belt/Child Passenger Safety Survey		
Agency:	University of Central Oklahoma		
Budget:	\$55,086.00	Source:	402

Description: The University of Central Oklahoma will conduct a statewide observational survey of safety belt and child restraint usage at various locations across the state during the summer of 2013. The design of the study has been approved by NHTSA in accordance with the new national sampling criteria. UCO will prepare a report of the survey for distribution.

Project Number:	OP-13-04-01-00		
Project Title:	Occupant Protection PI&E		
Agency:	OHSO		
Budget:	\$6,250.00	Source:	402

Description: 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.

PROGRAM AREA MANAGEMENT

Project Number:	OP-13-07-01-00		
Project Title:	Program Area Management		
Agency:	OHSO		
Budget:	\$191,610.00	Source:	402

Description: Program management for projects within the Occupant Protection Program Area will be provided by OHSO personnel to monitor and oversee programs, in accordance with the chart on page 23. Travel and training may be included in the project for monitoring, workshops, and seminars.

Occupant Protection: Budget Summary

Project Number					Project Name	Budget	Budget Source
OP-	13-	03-	01-	10	Bethany PD	26,000.00	Section 402
OP-	13-	03-	02-	10	Midwest City PD	30,000.00	Section 402
K8-	13-	03-	19-	10	Midwest City PD	30,000.00	Section 410
PT-	13-	03-	13-	05	Norman PD	76,000.00	Section 402
OP-	13-	03-	03-	05	Norman PD	25,000.00	Section 402
K8-	13-	03-	20-	05	Norman PD	25,000.00	Section 410
OP-	13-	04-	01-	00	PI&E	6,250.00	Section 402
OP-	13-	07-	01-	00	Program Area Management	191,610.00	Section 402
OP-	13-	02-	01-	15	Safe Kids Oklahoma	168,000.00	Section 402
OP-	13-	02-	02-	13	Safe Kids Tulsa Area	39,000.00	Section 402
OP-	13-	05-	01-	00	Seat Belt/Child Passenger Survey	55,086.00	Section 402
OP-	13-	07-	02-	00	State Match	20,000.00	State of Oklahoma
K8-	13-	07-	02-	00	State Match	165,000.00	State of Oklahoma
OP-	13-	03-	06-	03	Warr Acres PD	10,000.00	Section 402
402 Total						26,946.00	
410 Total						55,000.00	
State Funds Total						185,000.00	
Total All Funds						866,946.00	

POLICE TRAFFIC SERVICES

Police Traffic Services Problem Identification

Oklahoma experienced the following serious traffic problems in 2010:

- Crashes killed 668 persons.
- Crashes seriously injured 16,130 persons.
- Alcohol related crashes killed 220 persons.
- Unsafe speed related crashes killed 189 persons.
- Motorcycle crashes killed 78 persons.
- Crashes killed 275 unrestrained occupants.

Police Traffic Services Objective

To limit the projected increase in the number of speed related fatalities from 189 in 2010 to 203 in 2013.

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:

- Enforcement:
 - 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 “Drive Sober or Get Pulled Over”. Funding for law enforcement activities by OHSO is conditioned upon the agencies’ participation in these campaigns.
 - Providing incentives for non-contract law enforcement agencies in major mobilizations to encourage participation and reporting.
 - Provide more robust crash investigation techniques by developing a program within the Oklahoma Highway Patrol whereby specially trained Troopers can investigate crashes at a more detailed level on behalf of OHP and local agencies.
- Training:
 - Providing advanced crash investigation classes for law enforcement agencies to improve data collection and analysis, through our Safe Communities organizations.
 - Providing training to Project Directors and other safety advocates in managing traffic safety issues.
 - Conducting workshops, speed management seminars, and other informational meetings to inform and educate traffic safety personnel and partners as appropriate or requested.
 - Promote more robust driver education by developing a quality assurance program within the Department of Public Safety to ensure the development and delivery of quality driver training.
- Education and Awareness:
 - Working with not-for-profit and law enforcement agencies to enhance the driving skills of younger drivers.
 - Supporting law enforcement and non-law enforcement efforts to address young driver issues.
 - Promoting responsible driving through media campaigns, sports events, fairs and other community events.
- Program Area Management:
 - Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Police Traffic Services projects planned for FY 2013.

**Police Traffic Services Projects
ENFORCEMENT**

Project Number:	Multiple	
Project Title:	See Budget Summary	
Agency:	9 LE Agencies (See budget summary)	
Budget:	See budget summary	Source: 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, “Drive Sober or Get Pulled Over.” In addition to sustained High Visibility Enforcement efforts, these agencies will commit to an active Public Information and Educational component.

Law Enforcement Liaisons will be meeting with appropriate law enforcement representatives to provide assistance in addressing specific community needs. Should any of these contacts result in additional projects, OHSO will submit appropriate GTS updates.

While all agencies identified as Police Traffic Services contracts will address speed management within their projects, eight communities have requested assistance with a defined speed management problem. Those communities are listed in the following chart and are identified as such. Those agencies which have more than one source of funding will distinguish activities according to fund type.

SPEED ENFORCEMENT

Project Number:	Multiple	
Project Title:	See budget summary	
Agency:	6 LE Agencies (see budget summary)	
Budget:	See budget summary	Source: 402

Description: Speeding and speed related violations continue to be a serious contributor to fatal and injury collisions in Oklahoma. For FY 2013, OHSO has contracted with 6 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 has established goals to reduce the number of fatal and serious injury collisions in their jurisdictions. Speed Enforcement Communities include: Bixby, Calera, Duncan, Edmond, Madill, and Owasso. **Equipment:** Bixby and Calera will purchase and employ a “speed trailer” to act as a force multiplier in their attempts to reduce speed related crashes. See Equipment Request for details.

Project Number:	PT-13-05-01-00	
Project Title:	OHP Crash Investigation Improvement Project	
Agency:	Oklahoma Highway Patrol	
Budget:	\$3,500.00	Source: 402

Description: The Oklahoma Highway Patrol will be joining an organization to share crash investigation best practices, emerging techniques, and additional testing capabilities. This will enhance the capabilities of the OHP to investigate serious crashes, gather evidence in traffic related prosecutions, and assist local law enforcement agencies with crash investigations.

EDUCATION AND AWARENESS

Project Number:	PT-13-05-02-06		
	K8-13-05-02-06		
Project Title:	OHP Regional LEL Project		
Agency:	Oklahoma Highway Patrol		
Budget:	\$395,785.00	Source:	402
	\$74,887.00		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 with regard to 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 “Drive Sober or Get Pulled Over” crackdown, and will assist in post-mobilization activity reporting. The LEL’s will also become certified SFST instructors and provide SFST training to local law enforcement agencies in their respective regions.

PROGRAM AREA MANAGEMENT

Project Number:	PT-13-07-01-00		
Project Title:	Program Area Management		
Agency:	OHSO		
Budget:	\$353,750.00	Source:	402

Description: Program management for projects within the Police Traffic Services Program Area will be provided by OHSO personnel to monitor and oversee programs, in accordance with the chart on page 23. Travel and training may be included in the project for monitoring, workshops, and seminars.

Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
PT-	13-	03-	02-	13	Broken Arrow PD	46,125.00	Section 402
K8-	13-	03-	04-	13	Broken Arrow PD	28,500.00	Section 410

PT-	13-	03-	04-	02	Catoosa PD	24,000.00	Section 402
PT-	13-	05-	01-	00	DPS - Troop F	3,500.00	Section 402
PT-	13-	03-	06-	10	Durant PD	32,000.00	Section 402
PT-	13-	03-	10-	03	Kiowa County SO	15,000.00	Section 402
PT-	13-	03-	12-	05	McAlester PD	28,000.00	Section 402
PT-	13-	03-	99-	00	Mobilization Incentives(May, Aug)	72,000.00	Section 402
PT-	13-	05-	02-	06	OHP - LELs	395,785.00	Section 402
K8-	13-	05-	02-	06	OHP - LELs	74,887.00	Section 410
PT-	13-	04-	01-	00	PI&E	21,250.00	Section 402
PT-	13-	03-	17-	03	Pottawatomie County SO	40,500.00	Section 402
PT-	13-	07-	01-	00	Program Area Management	353,750.00	Section 402
PT-	13-	03-	20-	04	Skiatook PD	25,400.00	Section 402
PT-	13-	07-	02-	00	State Match	465,430.00	State of Oklahoma
K8-	13-	07-	02-	00	State Match	310,161.00	State of Oklahoma
PT-	13-	03-	21-	03	Tecumseh PD	12,000.00	Section 402
PT-	13-	05-	06-	00	Web page	5,000.00	Section 402
402 Total						1,074,310.00	
410 Total						103,387.00	
State Funds Total						775,591.00	
Total All Funds						1,953,288.00	

Speed Enforcement Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
SE-	13-	03-	01-	12	Bixby PD	30,000.00	Section 402
K8-	13-	03-	03-	12	Bixby PD	10,000.00	Section 410
SE-	13-	03-	02-	05	Calera PD	20,500.00	Section 402
K8-	13-	03-	05-	05	Calera PD	8,000.00	Section 410
SE-	13-	03-	03-	01	Duncan PD	20,100.00	Section 402
K8-	13-	03-	09-	01	Duncan PD	6,700.00	Section 410
K8-	13-	03-	10-	15	Edmond PD	33,500.00	Section 410
SE-	13-	03-	04-	15	Edmond PD	40,000.00	Section 402
SE-	13-	03-	05-	05	Madill PD	12,500.00	Section 402
K8-	13-	03-	17-	05	Madill PD	14,340.00	Section 410
SE-	13-	03-	06-	08	Owasso PD	35,000.00	Section 402
K8-	13-	03-	25-	08	Owasso PD	30,000.00	Section 410
K8-	13-	07-	02-	00	State Match	307,620.00	State of Oklahoma
402 Total						158,100.00	
410 Total						102,540.00	
State Funds Total						307,620.00	
Total All Funds						568,260.00	

TRAFFIC RECORDS

Traffic Records Problem Identification

As of August 1, 2011 all district courts in Oklahoma are using an electronic system which allows users to submit traffic citations issued in the field to the appropriate court of jurisdiction in the same day of the offense. Not only has this allowed for timely submission from the field, but for greatly improved integration into court records systems. This has significantly improved the processing of citations, and has the potential to prevent future processing backlogs.

However, Oklahoma currently lacks the ability to create timely and accessible citation and crash location maps. Creating such an interface will allow for the timely development of effective crash countermeasures; especially as it relates to county roads and city streets. Integrating GPS information into crash reports and electronically submitting that information to ODOT in an acceptable format will allow users to easily generate a variety of visual planning tools; eventually leading to the development of a statewide DDACTS system when linked to criminal data from the Oklahoma State Bureau of Investigation.

Traffic Records Objectives

To continue to expand the capabilities of ODOT's SafeT crash reporting system.

To promote the use of the successfully tested online Collision Reporting System (CRS) in 2013.

To explore the feasibility of expansion of TraCS implementation beyond the current users in 2013 and beyond.

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:	K9-13-05-01-06	
Project Title:	DPS - TraCS/Traffic Records Support	
Agency:	Department of Public Safety	
Budget:	\$171,864.00	Source: 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, through use of temporary 100% dedicated IT employees.

Project Number:	TR-13-05-01-00	
Project Title:	TraCS	
Agency:	Iowa DOT	
Budget:	\$45,000.00	Source: 402

Description: This funding is for the continuing use of the TraCS software by OHP, Oklahoma County Sheriff's Office, Woodward Police Department, and Edmond Police Department. The software provides an electronic method to produce, transmit, and retrieve, crash reports, citations, and other traffic forms.

Project Number:	K9-13-06-01-06	
Project Title:	OSDH Traffic Data Linkage	
Agency:	Oklahoma State Department of Health	
Budget:	\$106,576.00	Source: 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:	K9-13-06-02-07	
Project Title:	OU Software Development	
Agency:	OU Board of Regents	
Budget:	\$155,000.00	Source: 408

Description: The Oklahoma School of Computer and Electrical Engineering will continue to develop software to integrate and link traffic records information, including but not limited to: crash reports, location information, and citation information. This will continue to improve user-agencies abilities to develop countermeasures based upon crash information. Additionally, OU will assist in efforts to make these various systems available to other law enforcement agencies as deemed appropriate. This will increase the timeliness, uniformity, and accessibility of crash and citation information from local law enforcement agencies.

Project Number:	K9-13-06-03-10	
Project Title:	OU Crash Reporting and Analysis	
Agency:	OU Board of Regents	
Budget:	\$55,000.00	Source: 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. FY2013 enhancements will include improving the current framework for integrating GIS/GPS data to allow for improved analysis and reporting capabilities.

Project Number:	TR-13-05-02-00	
Project Title:	UCO Data Analysis	
Agency:	University of Central Oklahoma	
Budget:	\$26,000.00	Source: 402

Description: The University of Central Oklahoma – School of Mathematics will assist the State of Oklahoma in analyzing various forms of data in order to assist all state agencies with a traffic safety

component in producing statewide collision reduction goals. Additionally, UCO will assist the individual agencies by producing data reports to meet the agency's specific needs. The objective of the project is to provide an extremely granular analysis of the available data in order to improve proposed countermeasures. The data analyzed may be traditional traffic records, i.e. – crash reports, vehicle miles traveled, citation data, and licensing data. But UCO may analyze other data as well, i.e. – demographic data, economic data, tax data, and weather data.

Project Number:	DTNH22-12-H-00134	
Project Title:	Fatal Analysis Reporting System (FARS)	
Agency:	OHSO	
Budget:	\$49,225.14	Source: 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.

PROGRAM AREA MANAGEMENT

Project Number:	TR-13-07-01-00	
Project Title:	Program Area Management	
Agency:	OHSO	
Budget:	\$128,390.00	Source: 402

Description: Program management for projects within the Police Traffic Services Program Area will be provided by OHSO personnel to monitor and oversee programs, in accordance with the chart on page 23. Travel and training may be included in the project for monitoring, workshops, and seminars.

Traffic Records: Budget Summary

Project Number					Project Name	Budget	Budget Source
K9-	13-	05-	01-	06	DPS - TraCS/Traffic Records Support	171,864.00	Section 408
TR-	13-	05-	01-	00	Iowa DOT	45,000.00	Section 402
K9-	13-	06-	01-	06	OSDH Traffic Data Linkage	106,576.00	Section 408
K9-	13-	06-	02-	07	OU, Board of Regents - Software Dev	155,000.00	Section 408
K9-	13-	06-	03-	10	OU, Board of Regents -Safe-T	55,000.00	Section 408
TR-	13-	07-	01-	00	Program Area Management	128,390.00	Section 402
K9-	13-	07	02-	00	State Match	122,110.00	State of Oklahoma
TR-	13-	05-	02-	00	UCO - Data Analysis	26,000.00	Section 402
DTNH22-12-H-00134					FARS	49,225.14	Coop. Agreement
402 Total						199,390.00	
408 Total						488,440.00	
NHTSA Cooperative Agreement						49,225.14	
State Funds Total						122,110.00	
Total All Funds						859,165.14	

RAILROAD SAFETY

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 534 collisions at rail grade crossings, resulting in 89 deaths.

Railroad Safety Objectives

To reduce the number of at grade railroad crossing injuries and fatalities by 10% from 16 in 2010 to 14 in 2013 (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.

Railroad Safety Projects

Project Number:	RH-13-02-01-09
Project Title:	Operation Lifesaver

Agency:	Oklahoma Operation Lifesaver	
Budget:	\$37,500.00	Source: 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-	13-	02-	01-	09	OK Operation Lifesaver	37,500.00	Section 402
402 Total						37,500.00	
Total All Funds						37,500.00	

DRIVER EDUCATION

Driver Education Problem Identification

In 2010, Oklahomans aged 25 and under were the drivers in nearly 20% of fatal crashes, 22.5% of KAB crashes, and 30% of all crashes. However, during the same time period this age group represented only 14% of the licensed drivers in Oklahoma. The vast majority of driver education students are young drivers. Effective November 1, 2012, the written and skills test to obtain a drivers license will be waived for successful students at a State sanctioned driver education school, which is anticipated and designed to increase participation in these schools dramatically. As such, the programs identified are designed to impact the number of serious motor vehicle crashes involving young drivers.

Driver Education Objectives

To reduce the proportion of young driver fatalities from 20% in 2010 to 15% in 2013.

Driver Education Strategies

- Provide additional driver training to younger drivers through the *Alive at 25* program promulgated by the National Safety Council.

- Support robust, meaningful basic driver education by providing quality assurance services through the Oklahoma Department of Public Safety.

Driver Education Projects

Project Number:	DE-13-02-01-03	
Project Title:	Alive at 25	
Agency:	Oklahoma Safety Council	
Budget:	\$32,500.00	Source: 402

Description: The Alive at 25 training course, which was developed by the National Safety Council, focuses on educating students of the consequences of risky driving behaviors, including speeding, aggressive driving, seat belts, impaired driving, distracted driving, and other important driving topics. Students will be challenged to take responsibility of their driving behavior, consider the outcomes of peer pressure, and identify driving hazards and potentially dangerous road conditions. The course, designed as an early intervention program, seeks to educate young drivers on these topics and Oklahoma's Graduated Drivers Licensing laws, and encourage young drivers to adopt safe driving practices. The Oklahoma Safety Council will contract with certified Alive at 25 instructors to implement the Alive at 25 program curriculum. Approximately 2,500 students will receive this training. Additionally, the Oklahoma Safety Council will attempt to recruit 4 new communities to participate in the program.

Project Number:	DE-13-05-01-01	
Project Title:	Driver Education Quality Assurance Project	
Agency:	Oklahoma Department of Public Safety	
Budget:	\$150,000.00	Source: 402

Description: This project reflects the realization that a driver education instructor who spends multiple hours with a student will likely have a bigger impact on the student's future driving behavior than a driver license examiner who spends 30 minutes with them. As such, the Oklahoma Department of Public Safety will implement a pilot project in the Driver's License Services Division of quality assurance. This new program would allow the written and physical driving examination of the commercial school to replace the existing testing process administered by a DPS DL Examiner and would be sufficient to result in the issuance of their restricted GDL. This program will insure consistent, quality driver instruction is provided by licensed driver education schools and instructors in Oklahoma. Resources dedicated to this

project will be used to create two new positions within the Department of Public Safety to provide services not currently provided by the State. DPS will be able to conduct inspections, site visits, and regulatory interventions, thereby increasing the quality and consistency of driver education statewide. Currently, the State conducts a cursory review of the driving records of instructors, school records, and responds to complaints. There are currently no program(s) in place to perform audits, in-class monitoring, or complicated regulatory interventions. Fees have been authorized to support new personnel to provide oversight and quality control of these commercial schools. However, currently no funds exist to initiate this program. It is the intent of the Department of Public Safety to implement this pilot project with the first year's funding being 100% federal; second year funding at 75% federal and 25% state; third year funding at 50% federal and 50% state, and fourth year funding at 100% state funds.

DPS intends to track the driving records of students receiving their GDL license through this process and evaluate the quality of instruction provided. It is their intent to use this expanded Driver Education program to evaluate and enhance the existing GDL program. It is their opinion that such a system will encourage more beginning drivers to take formal commercial driver training and result in improved driving performance.

Driver Education: Budget Summary

Project Number					Project Name	Budget	Budget Source
DE-	13-	02-	01-	03	OK Safety Council	32,500.00	Section 402
DE-	13-	05-	01-	01	DPS - QA DL	150,000.00	Section 402
402 Total						182,500.00	
Total All Funds						182,500.00	

PAID MEDIA

Project Number:	PM-13-02-01-02	
	K6-13-02-01-02	
	K8PM-13-02-01-02	
Project Title:	Paid Media	
Agency:	Jordan Advertising	
Budget:	\$100,000.00	Source: 402
	\$127,796.00	2010
	\$261,000.00	410

Description: This project will develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues in Oklahoma. Secondary messages may include other

areas of concern such as distracted driving, child passenger safety, bicycle/pedestrian safety. Through an advertising agency, appropriate media spots such as radio, television, Internet and billboard will be produced, as well as occasional print materials. A portion of the project funds will be used to buy air time and leverage additional donated air play.

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 appropriate campaign. The contractor will be responsible for developing and creating a marketing campaign focused on the promotion of increased enforcement, reduction of fatalities and injuries, and implementation of the campaign, once creative concepts/designs have been approved by the OHSO. The contractor will be responsible for conducting a statewide survey in order to evaluate the public’s awareness and attitudes regarding impaired driving, occupant protection and speeding. The results will be reviewed in order to assist with the development of future countermeasures.

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 the 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, Internet tracking, and the control region approach.

Section 410 funds will be used to support impaired driving programs such as the “Drive Sober or Get Pulled Over” mobilization. Section 2010 funds will be used to support motorcycle safety and awareness programs (“Share the Road”). Section 402 funds will be used for occupant protection and other appropriate messaging.

SPORTS MARKETING

Project Number:	Multiple (See budget summary)	
Project Title:	Sports Marketing	
Agency:	Multiple (See budget summary)	
Budget:	See budget summary	Source: Varies

Description: This project consists of multiple components to develop a series of year-round integrated marketing communications activities that build upon, leverage and maximize the impact of the major enforcement and paid advertising campaigns. The activities in this project will communicate traffic safety messages to the public through sports venues, and will proactively encourage behavioral change that will save Oklahoma lives. Through event marketing, television, radio, venue signage, printed

materials and Internet, this project is designed to communicate our traffic safety messages as efficiently as possible.

A variety of sports marketing venues and vendors have been selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging will be directed at Impaired Driving, Motorcycle Safety and Occupant Protection.

Sports marketing through appropriate vendors will reach sports fans and the University of Oklahoma, Oklahoma State University, Tulsa University, and the OKC Redhawks.

Other Marketing Efforts

The OHSO is also developing a “new media” approach to marketing that will involve an agency Facebook® page, enhanced Web advertising (in conjunction with existing mobilizations/projects), a YouTube® channel and possibly a Twitter® account. The goal of this social media marketing project is to support the OHSO’s vision and mission by promoting highway safety messages that will reach a large audience within our targeted demographic (typically, males age 18-24, but also a wide range of readers/viewers).

Because of the age, interests, and information-gathering methods of the OHSO’s target audience, we are seeking to employ the means of communication that are relevant, engaging and time-sensitive. A robust Web presence will enable us to promote expedient messages related to drug/alcohol impairment, occupant protection, child passenger safety, seat belt usage, distracted driving, motorcycle safety, and other project/interest areas.

Paid Media: Budget Summary

Project Number					Project Name	Budget	Budget Source
PM-	13-	02-	01-	02	Jordan Advertising	160,000.00	Section 402
K6-	13-	02-	01-	02	Jordan Advertising	46,582.00	Section 2010
K8PM-	13-	02-	01-	02	Jordan Advertising	261,000.00	Section 410
K8PM-	13-	02-	02-	00A	Learfield - OSU	123,000.00	Section 410
K8PM-	13-	02-	02-	00B	Learfield - OU	193,700.00	Section 410
K8PM-	13-	02-	02-	00C	Learfield - Tulsa Golden Hurricanes	16,500.00	Section 410
K8PM-	13-	02-	02-	00D	Redhawks	59,500.00	Section 410
K8-	13-	07-	02-	00	State Match	1,961,100.00	State of Oklahoma
402 Total						160,000.00	
410 Total						653,700.00	
2010 Total						46,582.00	
State Funds Total						1,961,100.00	
Total All Funds						2,821,382.00	

Combined Messaging Project

Project Number:	NHTSA Cooperative Agreement DTNH22-10-H-00329	
Project Title:	Joint Messaging Project	
Agency:	OHSO	
Budget:	\$211,213.60	Source: 403

Description: Oklahoma is partnering with NHTSA to evaluate a program which will: 1) Develop and test an umbrella evergreen enforcement message (seat belts, alcohol and speed) and strategic communications plan that can be used to publicize a variety of enforcement efforts and to
2) Incorporate this new message into existing high visibility enforcement efforts to assess its effect on occupant protection and impaired driving.

FY 2011 was the first year of this multiyear project. FY 2013 is the final year of program implementation. OHSO will provide program coordination, including a high visibility enforcement program along a preselected population center of the State, data collection and earned media activities. In addition to the enforcement efforts of the Oklahoma Highway Patrol, OHSO plans to provide additional funding to approximately 40 law enforcement agencies along this corridor to be used during three High Visibility Enforcement waves. Two of these waves will be conducted prior to NHTSA’s existing HVE initiatives and one will be a standalone state initiative.

An analysis of historic information, program activity data, outcome data and other pertinent factors will be conducted by a NHTSA contractor in order to evaluate the project’s successes and the potential to replicate this program.

Annual Budget	<u>FY 2013</u>
Personnel	\$15,192.15
Enforcement	\$190,000.00
Media	\$4,615.00
Indirect (7% personnel costs)	\$1,063.45
Total	\$210,213.60

EQUIPMENT REQUEST
OK FY 2013 HSP Equipment List

Item	Agency	Project No.	Item	Amount	Qty	Total	Source	Page
1	Bixby	SE-13-03-01-12	Speed Trailer	\$10,000.00	1	\$10,000.00	402	48
2	Broken Arrow	K6-13-02-02-13	Truck	\$35,000.00	1	\$35,000.00	2010	38
3	Calera	SE-13-03-02-05	Speed Trailer	\$8,500.00	1	\$8,500.00	402	48
4	Norman	PT-13-03-13-05	Motor-cycles	\$30,000.00	2	\$60,000.00	402	42
5	Tulsa	PT-13-03-01-06	Speed Trailer	\$11,000.00	1	\$11,000.00	402	28
6	Tulsa	PT-13-03-01-06	Total Station	\$11,000.00	1	\$11,000.00	402	28

TOTAL \$135,500.00

JUSTIFICATION

Items 1, 3, 5: Bixby Police Department, Calera Police Department, and Tulsa Police Department will acquire a speed trailer to assist in its traffic enforcement efforts. The speed trailer will act as a force multiplier by increasing the perception of a police presence and reminding drivers to slow down. Additionally, the speed trailer can be used in problem identification by analyzing the data recorded by the radar equipment.

Item 2: Broken Arrow Police Department will continue to expand its capabilities to provide mobile “Share the Road” and motorcycle survival education and training by acquiring a towing vehicle. BAPD purchased and deployed a mobile classroom trailer in FY12. Previously, this mobile classroom was towed by vehicles borrowed from other departments. However, as demand for the education and training provided by this program has increased, this arrangement has proved unworkable. Providing a dedicated towing vehicle will allow BAPD to increase its ability to meet the need for this valuable training at civic events, safety fairs, and as a stand-alone educational program.

Item 4: Norman Police Department will acquire two outfitted patrol motorcycle units dedicated to traffic enforcement. NPD has recently increased its commitment to traffic safety by creating a dedicated “Traffic Division”. The two motorcycles will be used to increase the effectiveness of speed and occupant protection enforcement efforts of the NPD. Grant funded enforcement will not be carried out using the motorcycles.

Item 6: Tulsa Police Department will acquire a Total Station Accident Reconstruction system. This system allows for more complete and accurate investigation of accidents based upon the measurements and findings of the investigating officer. Evidence obtained from the system will aid not only in the investigation of accidents, but will assist in the prosecution and adjudication of criminal cases arising from crashes due to the quality of information obtained from the system.

APPENDIX

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 (as amended by Pub. L. 112-141)

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 and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a).**

(23 USC 402 (b)(1)(F));

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(j)).

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 (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov 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 OMB guidance.

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).

Governor's Representative for Highway Safety

OKLAHOMA

State or Commonwealth

2013

For Fiscal Year

August 20, 2012

Date

OKLAHOMA HIGHWAY SAFETY OFFICE

NHTSA Performance Measures Survey

July, 2012

SAMPLE / METHODOLOGY: RANDOM ONLINE SURVEY ACROSS STATE OF OKLAHOMA, N=500

HELLO, YOU HAVE BEEN RANDOMLY SELECTED TO PARTICIPATE IN AN IMPORTANT SURVEY REGARDING DRIVING. THE SURVEY WILL TAKE LESS THAN FIVE MINUTES TO COMPLETE, AND YOUR RESPONSES ARE TOTALLY ANONYMOUS AND WILL BE KEPT COMPLETELY CONFIDENTIAL. WE THANK YOU IN ADVANCE FOR YOUR PARTICIPATION.

1. To be sure we are representing all age groups, may I have your age please?

Terminate if under 18.

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. 18 - 24	8.4%	5.6%	3%
2. 25 - 34	15.8%	12.6%	18%
3. 35 - 44	17.6%	15.3%	18%
4. 45 - 54	22.6%	22.1%	25%
5. 55 - 64	16.2%	25.5%	26%
6. 65 or older.....	19.4%	19.0%	10%

2. What is your telephone area code?

Terminate if not an Oklahoma area code.

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. 405.....	39.2%	41.0%	50%
2. 918.....	42.8%	42.6%	39%
3. 580.....	18.0%	16.4%	10%
4. Anything other than 405/918/580.....	0%	0%	0%

3. Are you:

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Male.....	46.4%	48.5%	50%
2. Female	53.6%	51.5%	50%

4. Do you or does any member of your immediate family work for a public relations company, an advertising company, or any kind of law enforcement agency?

Terminate if yes.

1. Yes	0% TERMINATE
2. No	100.0%CONTINUE

5. Do you have a current Oklahoma driver's license?

Terminate if not current Oklahoma driver's license.

- 1. Yes 100.0%
- 2. No 0% TERMINATE

6. How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Always	91.0%	93.4%	93%
2. Sometimes	7.2%	4.6%	4%
3. Rarely	1.0%	0.8%	2%
4. Never.....	0.6%	1.0%	1%
5. Don't know	0.2%	0.2%	0%

7. What do you think the chances are of getting a ticket if you don't wear your safety belt? That is, how frequently do you think someone who doesn't wear his or her safety belt in Oklahoma gets a ticket?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Always	8.6%	8.1%	4%
2. Nearly always.....	17.4%	15.7%	10%
3. Sometimes	47.0%	46.8%	48%
4. Seldom.....	23.6%	24.2%	36%
5. Never.....	0.4%	0.2%	1%
6. Don't know	3.0%	5.0%	1%

8. In the past 60 days, have you read, seen or heard of any special effort by law enforcement or police in your community to increase safety belt use?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Yes	37.2%	38.5%	46%
2. No	57.2%	54.5%	46%
3. Don't know	5.6%	7.0%	8%

9. On a local road with a speed limit of 30 mph, about how often do you drive faster than 35 mph?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. More than half of the time	9.2%	7.2%	7%
2. About half of the time	21.4%	9.9%	18%
3. Less than half of the time	15.8%	17.2%	18%
4. Rarely	40.2%	46.6%	46%
5. Never.....	21.6%	18.2%	11%
6. Don't Know	1.0%	1.0%	0%

10. On a local road with a speed limit of 65 mph, about how often do you drive faster than 70 mph?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. More than half of the time	11.2%	7.5%	10%
2. About half of the time	11.0%	13.5%	17%
3. Less than half of the time	16.4%	17.2%	18%
4. Rarely	41.4%	34.2%	40%
5. Never.....	19.6%	27.3%	15%
6. Don't Know	0.4%	0.2%	0%

11. In the past 60 days, have you read, seen or heard of any special effort by law enforcement or police in your community to reduce driving over the speed limit/speeding?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Yes	26.0%	18.8%	31%
2. No	68.4%	17.3%	62%
3. Don't know	5.6%	7.9%	7%

12. In Oklahoma, what do you think the chances are of getting a ticket if you drive over the speed limit? That is, how frequently do you think someone who drives over the speed limit in Oklahoma gets a ticket?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Always	11.4%	8.9%	5%
2. Sometimes	72.4%	76.2%	79%
3. Rarely	14.4%	11.6%	16%
4. Never.....	0%	0.2%	0%
5. Don't know	1.8%	3.1%	0%

13. Compared to daytime, how often do you wear your seat belt at night?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. More often	13.0%	14.1%	8%
2. About the same	83.4%	82.4%	90%
3. Less often.....	2.2%	0.6%	0%
4. Never drive at night	1.4%	2.9%	1%
5. Don't Know	0%	0%	0%

14. In the past 60 days, about how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Once or twice	8.6%	8.7%	18%
2. Three to five times.....	2.2%	1.5%	4%
3. Five to ten times.....	0.4%	1.2%	1%
4. More than ten times.....	0.4%	0.2%	1%
5. Never.....	88.2%	87.6%	75%
6. Don't know	0.2%	0.8%	1%

15. In the past 60 days, have you read, seen or heard of any special effort by law enforcement or police in your community to reduce driving under the influence of alcohol or drugs?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Yes	38.6%	52.4%	62%
2. No	53.2%	40.6%	32%
3. Don't Know	8.2%	7.0%	6%

16. In Oklahoma, what do you think the chances are of getting arrested for someone who drives after drinking? That is, how frequently do you think someone who drives after drinking in Oklahoma gets arrested?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Always	17.0%	11.8%	7%
2. Nearly always.....	19.2%	20.9%	18%
3. Sometimes	52.6%	53.2%	63%
4. Seldom.....	9.4%	10.4%	11%
5. Never.....	0%	0.2%	0%
6. Don't know	1.8%	3.5%	1%

17. What type of vehicle do you drive most often?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. Car (2-door or 4-door)	55.2%	51.5%	50%
2. Van or minivan.....	8.2%	9.1%	6%
3. Sport-utility vehicle (SUV)	21.5%	21.3%	31%
4. Pickup truck	14.3%	16.1%	13%
5. Don't Know/Other	0.8%	2.2%	0%

18. How do you describe yourself?

	<u>2010</u>	<u>2011</u>	<u>2012</u>
1. White/Caucasian.....	85.6%	85.1%	87%
2. African American	4.4%	3.1%	3%
3. Asian.....	1.6%	2.1%	4%
4. Native American	5.6%	6.0%	5%
5. Hispanic	1.8%	1.7%	1%
6. Other	1.0%	1.9%	1%

TERMINATION LANGUAGE: "We appreciate your willingness to participate, but our survey today only allows us to survey those respondents who satisfy certain criteria. Thank you for your time."

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

Highway Safety Plan Cost Summary

2013 HSP-1

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-2013-07-01-00	Planning & Administrative	\$.00	\$268,239.00	\$.00	\$268,239.00	\$268,239.00	\$.00
Planning and Administration Total			\$.00	\$268,239.00	\$.00	\$268,239.00	\$268,239.00	\$.00
Alcohol								
	AL-2013-02-01-17	Comm Serv Council - CRASHs Court	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$75,000.00
	AL-2013-02-02-10	Dist Atty's Council	\$.00	\$.00	\$.00	\$171,677.00	\$171,677.00	\$171,677.00
	AL-2013-02-03-13	Norman PD - DRE	\$.00	\$.00	\$.00	\$67,000.00	\$67,000.00	\$67,000.00
	AL-2013-02-04-12	OK Assn of Chiefs of Police	\$.00	\$.00	\$.00	\$68,047.00	\$68,047.00	\$48,047.00
	AL-2013-03-01-03	Canadian County SO	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	AL-2013-03-02-10	Lawton PD	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$25,000.00
	AL-2013-03-03-06	Oklahoma County SO	\$.00	\$.00	\$.00	\$62,700.00	\$62,700.00	\$62,700.00
	AL-2013-03-04-02	Payne County SO	\$.00	\$.00	\$.00	\$28,000.00	\$28,000.00	\$28,000.00
	AL-2013-03-05-09	Purcell PD	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	AL-2013-03-06-07	Shawnee PD	\$.00	\$.00	\$.00	\$20,250.00	\$20,250.00	\$20,250.00
	AL-2013-04-01-00	PI&E	\$.00	\$.00	\$.00	\$12,500.00	\$12,500.00	\$.00
	AL-2013-07-01-00	Program Area Management	\$.00	\$.00	\$.00	\$180,640.00	\$180,640.00	\$.00
Alcohol Total			\$.00	\$.00	\$.00	\$730,814.00	\$730,814.00	\$517,674.00
Motorcycle Safety								
	MC-2013-05-04-03	Nat'l Guard Motorcycle Safety Prog	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	MC-2013-07-01-00	Program Area Management	\$.00	\$.00	\$.00	\$36,100.00	\$36,100.00	\$.00
	MC-2013-07-02-00	State Match	\$.00	\$441,874.00	\$.00	\$.00	\$.00	\$.00
Motorcycle Safety Total			\$.00	\$441,874.00	\$.00	\$41,100.00	\$41,100.00	\$.00
Occupant Protection								
	OP-2013-02-01-15	Safe Kids Oklahoma	\$.00	\$.00	\$.00	\$168,000.00	\$168,000.00	\$168,000.00
	OP-2013-02-02-13	Safe Kids Tulsa Area	\$.00	\$.00	\$.00	\$39,000.00	\$39,000.00	\$.00
	OP-2013-03-01-10	Bethany PD	\$.00	\$.00	\$.00	\$26,000.00	\$26,000.00	\$26,000.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	OP-2013-03-02-10	Midwest City PD	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	OP-2013-03-03-05	Norman PD	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$25,000.00
	OP-2013-03-04-09	Oklahoma City PD	\$.00	\$.00	\$.00	\$53,400.00	\$53,400.00	\$53,400.00
	OP-2013-03-05-06	Oklahoma County SO	\$.00	\$.00	\$.00	\$32,500.00	\$32,500.00	\$32,500.00
	OP-2013-03-06-03	Warr Acres PD	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	OP-2013-04-01-00	PI&E	\$.00	\$.00	\$.00	\$6,250.00	\$6,250.00	\$.00
	OP-2013-05-01-00	Seat Belt/Child Passenger Survey	\$.00	\$.00	\$.00	\$55,086.00	\$55,086.00	\$.00
	OP-2013-07-01-00	Program Area Management	\$.00	\$.00	\$.00	\$191,610.00	\$191,610.00	\$.00
	OP-2013-07-02-00	State Match	\$.00	\$91,660.00	\$.00	\$.00	\$.00	\$.00
Occupant Protection Total			\$.00	\$91,660.00	\$.00	\$636,846.00	\$636,846.00	\$344,900.00
Police Traffic Services								
	PT-2013-03-01-06	Tulsa PD	\$.00	\$.00	\$.00	\$69,000.00	\$69,000.00	\$69,000.00
	PT-2013-03-02-13	Broken Arrow PD	\$.00	\$.00	\$.00	\$46,125.00	\$46,125.00	\$46,125.00
	PT-2013-03-03-03	Canadian County SO	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2013-03-04-02	Catoosa PD	\$.00	\$.00	\$.00	\$24,000.00	\$24,000.00	\$24,000.00
	PT-2013-03-05-06	Collinsville PD	\$.00	\$.00	\$.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2013-03-06-10	Durant PD	\$.00	\$.00	\$.00	\$32,000.00	\$32,000.00	\$32,000.00
	PT-2013-03-07-09	Enid PD	\$.00	\$.00	\$.00	\$32,500.00	\$32,500.00	\$32,500.00
	PT-2013-03-08-04	Grove PD	\$.00	\$.00	\$.00	\$26,500.00	\$26,500.00	\$26,500.00
	PT-2013-03-09-05	Kay County SO	\$.00	\$.00	\$.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2013-03-10-03	Kiowa County SO	\$.00	\$.00	\$.00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2013-03-11-02	Lincoln County SO	\$.00	\$.00	\$.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2013-03-12-05	McAlester PD	\$.00	\$.00	\$.00	\$28,000.00	\$28,000.00	\$28,000.00
	PT-2013-03-13-05	Norman PD	\$.00	\$.00	\$.00	\$76,000.00	\$76,000.00	\$76,000.00
	PT-2013-03-14-06	Oklahoma County SO	\$.00	\$.00	\$.00	\$4,700.00	\$4,700.00	\$4,700.00
	PT-2013-03-15-02	OK Scenic River Commission	\$.00	\$.00	\$.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2013-03-16-06	Ponca City PD	\$.00	\$.00	\$.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2013-03-17-03	Pottawatomie County SO	\$.00	\$.00	\$.00	\$40,500.00	\$40,500.00	\$40,500.00
	PT-2013-03-18-10	Sand Springs PD	\$.00	\$.00	\$.00	\$18,250.00	\$18,250.00	\$18,250.00
	PT-2013-03-19-12	Sapulpa PD	\$.00	\$.00	\$.00	\$25,500.00	\$25,500.00	\$25,500.00

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

Highway Safety Plan Cost Summary

2013 HSP-1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PT-2013-03-20-04	Skiatook PD	\$.00	\$.00	\$.00	\$25,400.00	\$25,400.00	\$25,400.00
	PT-2013-03-21-03	Tecumseh PD	\$.00	\$.00	\$.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2013-03-22-06	Tulsa County SO	\$.00	\$.00	\$.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2013-03-99-00	Mobilization Incentives	\$.00	\$.00	\$.00	\$72,000.00	\$72,000.00	\$72,000.00
	PT-2013-04-01-00	PI&E	\$.00	\$.00	\$.00	\$21,250.00	\$21,250.00	\$.00
	PT-2013-05-01-00	OHP- Troop F	\$.00	\$.00	\$.00	\$3,500.00	\$3,500.00	\$.00
	PT-2013-05-02-06	OHP - LELs	\$.00	\$.00	\$.00	\$395,785.00	\$395,785.00	\$.00
	PT-2013-05-04-09	OU Conference Pros	\$.00	\$.00	\$.00	\$45,000.00	\$45,000.00	\$18,000.00
	PT-2013-05-05-00	Web Page	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	PT-2013-07-01-00	Program Area Management	\$.00	\$.00	\$.00	\$353,750.00	\$353,750.00	\$.00
	PT-2013-07-02-00	State Match	\$.00	\$465,430.00	\$.00	\$.00	\$.00	\$.00
Police Traffic Services Total			\$.00	\$465,430.00	\$.00	\$1,408,760.00	\$1,408,760.00	\$602,475.00
Traffic Records								
	TR-2013-05-01-00	Iowa DOT	\$.00	\$.00	\$.00	\$45,000.00	\$45,000.00	\$.00
	TR-2013-05-02-00	UCO - Data Analysis	\$.00	\$.00	\$.00	\$26,000.00	\$26,000.00	\$.00
	TR-2013-07-01-00	Program Area Management	\$.00	\$.00	\$.00	\$128,390.00	\$128,390.00	\$.00
Traffic Records Total			\$.00	\$.00	\$.00	\$199,390.00	\$199,390.00	\$.00
Driver Education								
	DE-2013-02-01-03	OK Safety Council	\$.00	\$.00	\$.00	\$32,500.00	\$32,500.00	\$.00
	DE-2013-05-01-01	DPS- QA_ DL	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
Driver Education Total			\$.00	\$.00	\$.00	\$182,500.00	\$182,500.00	\$.00
Railroad/Highway Crossings								
	RH-2013-02-01-09	OK Operation Lifesaver	\$.00	\$.00	\$.00	\$37,500.00	\$37,500.00	\$.00
Railroad/Highway Crossings Total			\$.00	\$.00	\$.00	\$37,500.00	\$37,500.00	\$.00
Speed Enforcement								
	SE-2013-03-01-12	Bixby PD	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	SE-2013-03-02-05	Calera PD	\$.00	\$.00	\$.00	\$20,500.00	\$20,500.00	\$20,500.00
	SE-2013-03-03-01	Duncan PD	\$.00	\$.00	\$.00	\$20,100.00	\$20,100.00	\$20,100.00
	SE-2013-03-04-15	Edmond PD	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$40,000.00
	SE-2013-03-05-05	Madill PD	\$.00	\$.00	\$.00	\$12,500.00	\$12,500.00	\$12,500.00

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

Highway Safety Plan Cost Summary

2013 HSP-1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	SE-2013-03-06-08	Owasso PD	\$.00	\$.00	\$.00	\$35,000.00	\$35,000.00	\$35,000.00
	SE-2013-03-07-09	Purcell PD	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	SE-2013-03-08-07	Shawnee PD	\$.00	\$.00	\$.00	\$6,750.00	\$6,750.00	\$6,750.00
Speed Enforcement Total			\$.00	\$.00	\$.00	\$174,850.00	\$174,850.00	\$174,850.00
Paid Advertising								
	PM-2013-02-01-02	Jordan Advertising	\$.00	\$.00	\$.00	\$160,000.00	\$160,000.00	\$160,000.00
Paid Advertising Total			\$.00	\$.00	\$.00	\$160,000.00	\$160,000.00	\$160,000.00
NHTSA 402 Total			\$.00	\$1,267,203.00	\$.00	\$3,839,999.00	\$3,839,999.00	\$1,799,899.00
408 Data Program SAFETEA-LU								
	K9-2013-05-01-06	DPS - TraCS - Traffic Records Support	\$.00	\$.00	\$.00	\$171,864.00	\$171,864.00	\$.00
	K9-2013-06-01-06	OSDH Traffic Data Linkage	\$.00	\$.00	\$.00	\$106,576.00	\$106,576.00	\$.00
	K9-2013-06-02-07	OU Software Development	\$.00	\$.00	\$.00	\$155,000.00	\$155,000.00	\$.00
	K9-2013-06-03-10	OU Safe - T	\$.00	\$.00	\$.00	\$55,000.00	\$55,000.00	\$.00
	K9-2013-07-02-00	State Match	\$.00	\$122,110.00	\$.00	\$.00	\$.00	\$.00
408 Data Program Incentive Total			\$.00	\$122,110.00	\$.00	\$488,440.00	\$488,440.00	\$.00
408 Data Program SAFETEA-LU Total			\$.00	\$122,110.00	\$.00	\$488,440.00	\$488,440.00	\$.00
410 Alcohol SAFETEA-LU								
	K8-2013-02-01-02	East Central Univ - SJE	\$.00	\$.00	\$.00	\$85,579.00	\$85,579.00	\$.00
	K8-2013-02-02-05	OSU PD	\$.00	\$.00	\$.00	\$37,750.00	\$37,750.00	\$.00
	K8-2013-03-01-06	Tulsa PD	\$.00	\$.00	\$.00	\$45,000.00	\$45,000.00	\$.00
	K8-2013-03-02-05	Ada PD	\$.00	\$.00	\$.00	\$23,000.00	\$23,000.00	\$.00
	K8-2013-03-03-12	Bixby PD	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	K8-2013-03-04-13	Broken Arrow PD	\$.00	\$.00	\$.00	\$28,500.00	\$28,500.00	\$.00
	K8-2013-03-05-05	Calera PD	\$.00	\$.00	\$.00	\$8,000.00	\$8,000.00	\$.00
	K8-2013-03-06-01	Cherokee County SO	\$.00	\$.00	\$.00	\$21,000.00	\$21,000.00	\$.00
	K8-2013-03-07-06	Collinsville PD	\$.00	\$.00	\$.00	\$9,000.00	\$9,000.00	\$.00
	K8-2013-03-08-02	Creek County SO	\$.00	\$.00	\$.00	\$22,000.00	\$22,000.00	\$.00
	K8-2013-03-09-01	Duncan PD	\$.00	\$.00	\$.00	\$6,700.00	\$6,700.00	\$.00
	K8-2013-03-10-15	Edmond PD	\$.00	\$.00	\$.00	\$33,500.00	\$33,500.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	K8-2013-03-11-09	Enid PD	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	K8-2013-03-12-04	Grove PD	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00
	K8-2013-03-13-05	Kay County SO	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	K8-2013-03-14-10	Lawton PD	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	K8-2013-03-15-02	Lincoln County SO	\$0.00	\$0.00	\$0.00	\$14,000.00	\$14,000.00	\$0.00
	K8-2013-03-16-04	Logan County SO	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	K8-2013-03-17-05	Madill PD	\$0.00	\$0.00	\$0.00	\$14,340.00	\$14,340.00	\$0.00
	K8-2013-03-18-01	Mayes County SO	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	K8-2013-03-19-10	Midwest City PD	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	K8-2013-03-20-05	Norman PD	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	K8-2013-03-21-09	Oklahoma City PD	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	K8-2013-03-22-06	Oklahoma County SO	\$0.00	\$0.00	\$0.00	\$97,500.00	\$97,500.00	\$0.00
	K8-2013-03-23-07	OHP	\$0.00	\$0.00	\$0.00	\$551,130.00	\$551,130.00	\$0.00
	K8-2013-03-24-02	OK Scenic River Commission	\$0.00	\$0.00	\$0.00	\$12,200.00	\$12,200.00	\$0.00
	K8-2013-03-25-08	Owasso PD	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	K8-2013-03-26-06	Ponca City PD	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	K8-2013-03-27-10	Sand Springs PD	\$0.00	\$0.00	\$0.00	\$17,500.00	\$17,500.00	\$0.00
	K8-2013-03-28-12	Sapulpa PD	\$0.00	\$0.00	\$0.00	\$23,500.00	\$23,500.00	\$0.00
	K8-2013-03-29-11	Tahlequah PD	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$0.00
	K8-2013-03-30-06	Tulsa County PD	\$0.00	\$0.00	\$0.00	\$90,000.00	\$90,000.00	\$0.00
	K8-2013-03-31-04	Washington County SO	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	K8-2013-05-01-09	OU Conference Pros	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	K8-2013-05-02-06	OHP - LELs	\$0.00	\$0.00	\$0.00	\$74,887.00	\$74,887.00	\$0.00
	K8-2013-05-03-05	OSBI	\$0.00	\$0.00	\$0.00	\$63,585.75	\$63,585.75	\$0.00
	K8-2013-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$76,510.00	\$76,510.00	\$0.00
	K8-2013-07-02-00	State Match	\$0.00	\$7,607,645.25	\$0.00	\$0.00	\$0.00	\$0.00
410 Alcohol SAFETEA-LU Total			\$0.00	\$7,607,645.25	\$0.00	\$1,882,181.75	\$1,882,181.75	\$0.00
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2013-02-01-02	Jordan Advertising	\$0.00	\$0.00	\$0.00	\$261,000.00	\$261,000.00	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	K8PM-2013-02-02-00	Sports Marketing	\$.00	\$.00	\$.00	\$392,700.00	\$392,700.00	\$.00
410 Alcohol SAFETEA-LU Paid Media Total			\$.00	\$.00	\$.00	\$653,700.00	\$653,700.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$7,607,645.25	\$.00	\$2,535,881.75	\$2,535,881.75	\$.00
2010 Motorcycle Safety								
	K6-2013-02-01-02	Jordan Advertising	\$.00	\$.00	\$.00	\$46,582.00	\$46,582.00	\$.00
	K6-2013-02-02-13	Broken Arrow PD	\$.00	\$.00	\$.00	\$52,800.00	\$52,800.00	\$.00
	K6-2013-02-03-15	Edmond PD	\$.00	\$.00	\$.00	\$15,000.00	\$15,000.00	\$.00
	K6-2013-05-01-02	DPS - QA Coordinator	\$.00	\$.00	\$.00	\$81,214.00	\$81,214.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$195,596.00	\$195,596.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$195,596.00	\$195,596.00	\$.00
NHTSA Total			\$.00	\$8,996,958.25	\$.00	\$7,059,916.75	\$7,059,916.75	\$1,799,899.00
Total			\$.00	\$8,996,958.25	\$.00	\$7,059,916.75	\$7,059,916.75	\$1,799,899.00

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HSP Match Review

2013 HSP-1

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2013-07-01-00	\$268,239.00	\$268,239.00 50%	\$253,239.00	\$15,000.00	\$.00 0%	\$268,239.0 0 50%	\$268,239.0 0 100%
Planning and Administration Total		\$268,239.00	\$268,239.00 50%	\$253,239.00	\$15,000.00	\$.00 0%	\$268,239.0 0 50%	\$268,239.0 0 100%
Alcohol								
	AL-2013-02-04-12	\$68,047.00	\$.00 0%	\$.00	\$68,047.00	\$48,047.00 71%		
	AL-2013-03-01-03	\$10,000.00	\$.00 0%	\$5,000.00	\$5,000.00	\$10,000.00 100%		
	AL-2013-03-02-10	\$25,000.00	\$.00 0%	\$10,000.00	\$15,000.00	\$25,000.00 100%		
	AL-2013-03-03-06	\$62,700.00	\$.00 0%	\$10,000.00	\$52,700.00	\$62,700.00 100%		
	AL-2013-03-04-02	\$28,000.00	\$.00 0%	\$.00	\$28,000.00	\$28,000.00 100%		
	AL-2013-03-05-09	\$10,000.00	\$.00 0%	\$5,000.00	\$5,000.00	\$10,000.00 100%		
	AL-2013-03-06-07	\$20,250.00	\$.00 0%	\$10,250.00	\$10,000.00	\$20,250.00 100%		

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	AL-2013-04-01-00	\$12,500.00	\$0.00 0%	\$12,500.00	\$0.00	\$0.00	0%	
	AL-2013-07-01-00	\$180,640.00	\$0.00 0%	\$175,000.00	\$5,640.00	\$0.00	0%	
	AL-2013-02-03-13	\$67,000.00	\$0.00 0%	\$67,000.00	\$0.00	\$67,000.00	100%	
	AL-2013-02-01-17	\$75,000.00	\$0.00 0%	\$10,000.00	\$65,000.00	\$75,000.00	100%	
	AL-2013-02-02-10	\$171,677.00	\$0.00 0%	\$10,000.00	\$161,677.00	\$171,677.00	100%	
Alcohol Total		\$730,814.00	\$0.00 0%	\$314,750.00	\$416,064.00	\$517,674.00	71%	
Motorcycle Safety								
	MC-2013-05-04-03	\$5,000.00	\$0.00 0%	\$5,000.00	\$0.00	\$0.00	0%	
	MC-2013-07-01-00	\$36,100.00	\$0.00 0%	\$5,000.00	\$31,100.00	\$0.00	0%	
	MC-2013-07-02-00	\$0.00	\$441,874.00 100%	\$0.00	\$0.00	\$0.00	0%	
Motorcycle Safety Total		\$41,100.00	\$441,874.00 91%	\$10,000.00	\$31,100.00	\$0.00	0%	
Occupant Protection								
	OP-2013-03-05-06	\$32,500.00	\$0.00 0%	\$22,500.00	\$10,000.00	\$32,500.00	100%	
	OP-2013-03-06-03	\$10,000.00	\$0.00 0%	\$5,000.00	\$5,000.00	\$10,000.00	100%	

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	OP-2013-04-01-00	\$6,250.00	\$0.00 0%	\$6,250.00	\$0.00	\$0.00	0%	
	OP-2013-05-01-00	\$55,086.00	\$0.00 0%	\$55,086.00	\$0.00	\$0.00	0%	
	OP-2013-07-01-00	\$191,610.00	\$0.00 0%	\$176,610.00	\$15,000.00	\$0.00	0%	
	OP-2013-07-02-00	\$0.00	\$91,660.00 100%	\$0.00	\$0.00	\$0.00	0%	
	OP-2013-03-04-09	\$53,400.00	\$0.00 0%	\$33,400.00	\$20,000.00	\$53,400.00	100%	
	OP-2013-03-03-05	\$25,000.00	\$0.00 0%	\$25,000.00	\$0.00	\$25,000.00	100%	
	OP-2013-03-02-10	\$30,000.00	\$0.00 0%	\$20,000.00	\$10,000.00	\$30,000.00	100%	
	OP-2013-02-01-15	\$168,000.00	\$0.00 0%	\$168,000.00	\$0.00	\$168,000.00	100%	
	OP-2013-03-01-10	\$26,000.00	\$0.00 0%	\$16,000.00	\$10,000.00	\$26,000.00	100%	
	OP-2013-02-02-13	\$39,000.00	\$0.00 0%	\$39,000.00	\$0.00	\$0.00	0%	
Occupant Protection Total		\$636,846.00	\$91,660.00 13%	\$566,846.00	\$70,000.00	\$344,900.00	54%	
Police Traffic Services								
	PT-2013-03-06-10	\$32,000.00	\$0.00 0%	\$30,000.00	\$2,000.00	\$32,000.00	100%	
	PT-2013-03-05-06	\$8,000.00	\$0.00 0%	\$8,000.00	\$0.00	\$8,000.00	100%	

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2013-03-04-02	\$24,000.00	\$0.00 0%	\$20,000.00	\$4,000.00	\$24,000.00 100%		
	PT-2013-03-03-03	\$10,000.00	\$0.00 0%	\$8,000.00	\$2,000.00	\$10,000.00 100%		
	PT-2013-03-02-13	\$46,125.00	\$0.00 0%	\$36,125.00	\$10,000.00	\$46,125.00 100%		
	PT-2013-03-01-06	\$69,000.00	\$0.00 0%	\$49,000.00	\$20,000.00	\$69,000.00 100%		
	PT-2013-03-07-09	\$32,500.00	\$0.00 0%	\$30,000.00	\$2,500.00	\$32,500.00 100%		
	PT-2013-03-08-04	\$26,500.00	\$0.00 0%	\$20,000.00	\$6,500.00	\$26,500.00 100%		
	PT-2013-03-09-05	\$6,000.00	\$0.00 0%	\$6,000.00	\$0.00	\$6,000.00 100%		
	PT-2013-03-10-03	\$15,000.00	\$0.00 0%	\$10,000.00	\$5,000.00	\$15,000.00 100%		
	PT-2013-03-11-02	\$6,000.00	\$0.00 0%	\$6,000.00	\$0.00	\$6,000.00 100%		
	PT-2013-03-12-05	\$28,000.00	\$0.00 0%	\$28,000.00	\$0.00	\$28,000.00 100%		
	PT-2013-03-13-05	\$76,000.00	\$0.00 0%	\$70,000.00	\$6,000.00	\$76,000.00 100%		
	PT-2013-03-14-06	\$4,700.00	\$0.00 0%	\$4,700.00	\$0.00	\$4,700.00 100%		
	PT-2013-03-15-02	\$2,000.00	\$0.00 0%	\$2,000.00	\$0.00	\$2,000.00 100%		

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2013-03-16-06	\$3,000.00	\$0.00 0%	\$3,000.00	\$0.00	\$3,000.00 100%		
	PT-2013-03-17-03	\$40,500.00	\$0.00 0%	\$40,000.00	\$500.00	\$40,500.00 100%		
	PT-2013-03-18-10	\$18,250.00	\$0.00 0%	\$18,000.00	\$250.00	\$18,250.00 100%		
	PT-2013-03-19-12	\$25,500.00	\$0.00 0%	\$25,000.00	\$500.00	\$25,500.00 100%		
	PT-2013-03-20-04	\$25,400.00	\$0.00 0%	\$20,000.00	\$5,400.00	\$25,400.00 100%		
	PT-2013-03-21-03	\$12,000.00	\$0.00 0%	\$10,000.00	\$2,000.00	\$12,000.00 100%		
	PT-2013-03-22-06	\$2,000.00	\$0.00 0%	\$2,000.00	\$0.00	\$2,000.00 100%		
	PT-2013-03-99-00	\$72,000.00	\$0.00 0%	\$24,000.00	\$48,000.00	\$72,000.00 100%		
	PT-2013-04-01-00	\$21,250.00	\$0.00 0%	\$21,250.00	\$0.00	\$0.00 0%		
	PT-2013-05-01-00	\$3,500.00	\$0.00 0%	\$3,500.00	\$0.00	\$0.00 0%		
	PT-2013-05-02-06	\$395,785.00	\$0.00 0%	\$360,785.00	\$35,000.00	\$0.00 0%		
	PT-2013-05-04-09	\$45,000.00	\$0.00 0%	\$45,000.00	\$0.00	\$18,000.00 40%		
	PT-2013-05-05-00	\$5,000.00	\$0.00 0%	\$5,000.00	\$0.00	\$0.00 0%		

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2013-07-01-00	\$353,750.00	\$0.00 0%	\$328,750.00	\$25,000.00	\$0.00 0%		
	PT-2013-07-02-00	\$0.00	\$465,430.00 100%	\$0.00	\$0.00	\$0.00 0%		
Police Traffic Services Total		\$1,408,760.00	\$465,430.00 25%	\$1,234,110.00	\$174,650.00	\$602,475.00 43%		
Traffic Records								
	TR-2013-05-02-00	\$26,000.00	\$0.00 0%	\$26,000.00	\$0.00	\$0.00 0%		
	TR-2013-07-01-00	\$128,390.00	\$0.00 0%	\$15,000.00	\$113,390.00	\$0.00 0%		
	TR-2013-05-01-00	\$45,000.00	\$0.00 0%	\$45,000.00	\$0.00	\$0.00 0%		
Traffic Records Total		\$199,390.00	\$0.00 0%	\$86,000.00	\$113,390.00	\$0.00 0%		
Driver Education								
	DE-2013-02-01-03	\$32,500.00	\$0.00 0%	\$32,500.00	\$0.00	\$0.00 0%		
	DE-2013-05-01-01	\$150,000.00	\$0.00 0%	\$150,000.00	\$0.00	\$0.00 0%		
Driver Education Total		\$182,500.00	\$0.00 0%	\$182,500.00	\$0.00	\$0.00 0%		
Railroad/Highway Crossings								
	RH-2013-02-01-09	\$37,500.00	\$0.00 0%	\$18,750.00	\$18,750.00	\$0.00 0%		
Railroad/Highway Crossings Total		\$37,500.00	\$0.00 0%	\$18,750.00	\$18,750.00	\$0.00 0%		

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Speed Enforcement								
	SE-2013-03-04-15	\$40,000.00	\$0.00 0%	\$20,000.00	\$20,000.00	\$40,000.00 100%		
	SE-2013-03-01-12	\$30,000.00	\$0.00 0%	\$0.00	\$30,000.00	\$30,000.00 100%		
	SE-2013-03-02-05	\$20,500.00	\$0.00 0%	\$10,500.00	\$10,000.00	\$20,500.00 100%		
	SE-2013-03-03-01	\$20,100.00	\$0.00 0%	\$10,000.00	\$10,100.00	\$20,100.00 100%		
	SE-2013-03-08-07	\$6,750.00	\$0.00 0%	\$3,000.00	\$3,750.00	\$6,750.00 100%		
	SE-2013-03-07-09	\$10,000.00	\$0.00 0%	\$5,000.00	\$5,000.00	\$10,000.00 100%		
	SE-2013-03-06-08	\$35,000.00	\$0.00 0%	\$20,000.00	\$15,000.00	\$35,000.00 100%		
	SE-2013-03-05-05	\$12,500.00	\$0.00 0%	\$6,000.00	\$6,500.00	\$12,500.00 100%		
	Speed Enforcement Total	\$174,850.00	\$0.00 0%	\$74,500.00	\$100,350.00	\$174,850.00 100%		
Paid Advertising								
	PM-2013-02-01-02	\$160,000.00	\$0.00 0%	\$80,000.00	\$80,000.00	\$160,000.00 100%		
	Paid Advertising Total	\$160,000.00	\$0.00 0%	\$80,000.00	\$80,000.00	\$160,000.00 100%		
	NHTSA 402 Total	\$3,839,999.00	\$1,267,203.00 0 25%	\$2,820,695.00	\$1,019,304.00	\$1,799,899.00 0 47%	\$268,239.00 0 50%	\$268,239.00 0 7%
408 Data Program SAFETEA-LU								

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	K9-2013-07-02-00	\$0.00	\$122,110.00 100%	\$0.00	\$0.00	\$0.00	0%	
	K9-2013-06-03-10	\$55,000.00	\$0.00 0%	\$0.00	\$55,000.00	\$0.00	0%	
	K9-2013-06-02-07	\$155,000.00	\$0.00 0%	\$0.00	\$155,000.00	\$0.00	0%	
	K9-2013-05-01-06	\$171,864.00	\$0.00 0%	\$0.00	\$171,864.00	\$0.00	0%	
	K9-2013-06-01-06	\$106,576.00	\$0.00 0%	\$0.00	\$106,576.00	\$0.00	0%	
408 Data Program Incentive Total		\$488,440.00	\$122,110.00 20%	\$0.00	\$488,440.00	\$0.00	0%	
408 Data Program SAFETEA-LU Total		\$488,440.00	\$122,110.00 20%	\$0.00	\$488,440.00	\$0.00	0%	
410 Alcohol SAFETEA-LU								
	K8-2013-05-01-09	\$65,000.00	\$0.00 0%	\$0.00	\$65,000.00	\$0.00	0%	
	K8-2013-05-02-06	\$74,887.00	\$0.00 0%	\$0.00	\$74,887.00	\$0.00	0%	
	K8-2013-05-03-05	\$63,585.75	\$0.00 0%	\$0.00	\$63,585.75	\$0.00	0%	
	K8-2013-07-01-00	\$76,510.00	\$0.00 0%	\$0.00	\$76,510.00	\$0.00	0%	
	K8-2013-07-02-00	\$0.00	\$7,607,645.2 5 100%	\$0.00	\$0.00	\$0.00	0%	
	K8-2013-02-01-02	\$85,579.00	\$0.00 0%	\$0.00	\$85,579.00	\$0.00	0%	

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	K8-2013-02-02-05	\$37,750.00	\$0.00 0%	\$0.00	\$37,750.00	\$0.00 0%		
	K8-2013-03-01-06	\$45,000.00	\$0.00 0%	\$0.00	\$45,000.00	\$0.00 0%		
	K8-2013-03-02-05	\$23,000.00	\$0.00 0%	\$0.00	\$23,000.00	\$0.00 0%		
	K8-2013-03-03-12	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00 0%		
	K8-2013-03-04-13	\$28,500.00	\$0.00 0%	\$0.00	\$28,500.00	\$0.00 0%		
	K8-2013-03-05-05	\$8,000.00	\$0.00 0%	\$0.00	\$8,000.00	\$0.00 0%		
	K8-2013-03-06-01	\$21,000.00	\$0.00 0%	\$0.00	\$21,000.00	\$0.00 0%		
	K8-2013-03-07-06	\$9,000.00	\$0.00 0%	\$0.00	\$9,000.00	\$0.00 0%		
	K8-2013-03-08-02	\$22,000.00	\$0.00 0%	\$0.00	\$22,000.00	\$0.00 0%		
	K8-2013-03-09-01	\$6,700.00	\$0.00 0%	\$0.00	\$6,700.00	\$0.00 0%		
	K8-2013-03-10-15	\$33,500.00	\$0.00 0%	\$0.00	\$33,500.00	\$0.00 0%		
	K8-2013-03-11-09	\$40,000.00	\$0.00 0%	\$0.00	\$40,000.00	\$0.00 0%		
	K8-2013-03-12-04	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00 0%		

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	K8-2013-03-13-05	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00	\$0.00 0%		
	K8-2013-03-14-10	\$30,000.00	\$0.00 0%	\$0.00	\$30,000.00	\$0.00 0%		
	K8-2013-03-28-12	\$23,500.00	\$0.00 0%	\$0.00	\$23,500.00	\$0.00 0%		
	K8-2013-03-27-10	\$17,500.00	\$0.00 0%	\$0.00	\$17,500.00	\$0.00 0%		
	K8-2013-03-26-06	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00	\$0.00 0%		
	K8-2013-03-25-08	\$30,000.00	\$0.00 0%	\$0.00	\$30,000.00	\$0.00 0%		
	K8-2013-03-24-02	\$12,200.00	\$0.00 0%	\$0.00	\$12,200.00	\$0.00 0%		
	K8-2013-03-23-07	\$551,130.00	\$0.00 0%	\$0.00	\$551,130.00	\$0.00 0%		
	K8-2013-03-22-06	\$97,500.00	\$0.00 0%	\$0.00	\$97,500.00	\$0.00 0%		
	K8-2013-03-21-09	\$150,000.00	\$0.00 0%	\$0.00	\$150,000.00	\$0.00 0%		
	K8-2013-03-20-05	\$25,000.00	\$0.00 0%	\$0.00	\$25,000.00	\$0.00 0%		
	K8-2013-03-19-10	\$30,000.00	\$0.00 0%	\$0.00	\$30,000.00	\$0.00 0%		
	K8-2013-03-18-01	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00	\$0.00 0%		

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	K8-2013-03-17-05	\$14,340.00	\$0.00 0%	\$0.00	\$14,340.00	\$0.00 0%		
	K8-2013-03-16-04	\$25,000.00	\$0.00 0%	\$0.00	\$25,000.00	\$0.00 0%		
	K8-2013-03-15-02	\$14,000.00	\$0.00 0%	\$0.00	\$14,000.00	\$0.00 0%		
	K8-2013-03-29-11	\$22,000.00	\$0.00 0%	\$0.00	\$22,000.00	\$0.00 0%		
	K8-2013-03-30-06	\$90,000.00	\$0.00 0%	\$0.00	\$90,000.00	\$0.00 0%		
	K8-2013-03-31-04	\$25,000.00	\$0.00 0%	\$0.00	\$25,000.00	\$0.00 0%		
410 Alcohol SAFETEA-LU Total		\$1,882,181.75	\$7,607,645.25 80%	\$0.00	\$1,882,181.75	\$0.00 0%		
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2013-02-01-02	\$261,000.00	\$0.00 0%	\$0.00	\$261,000.00	\$0.00 0%		
	K8PM-2013-02-02-00	\$392,700.00	\$0.00 0%	\$0.00	\$392,700.00	\$0.00 0%		
410 Alcohol SAFETEA-LU Paid Media Total		\$653,700.00	\$0.00 0%	\$0.00	\$653,700.00	\$0.00 0%		
410 Alcohol SAFETEA-LU Total		\$2,535,881.75	\$7,607,645.25 75%	\$0.00	\$2,535,881.75	\$0.00 0%		
2010 Motorcycle Safety								
	K6-2013-02-01-02	\$46,582.00	\$0.00 0%	\$0.00	\$46,582.00	\$0.00 0%		

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	K6-2013-02-02-13	\$52,800.00	\$0.00 0%	\$0.00	\$52,800.00	\$0.00 0%		
	K6-2013-02-03-15	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00 0%		
	K6-2013-05-01-02	\$81,214.00	\$0.00 0%	\$0.00	\$81,214.00	\$0.00 0%		
2010 Motorcycle Safety Incentive Total		\$195,596.00	\$0.00 0%	\$0.00	\$195,596.00	\$0.00 0%		
2010 Motorcycle Safety Total		\$195,596.00	\$0.00 0%	\$0.00	\$195,596.00	\$0.00 0%		
NHTSA Total		\$7,059,916.75	\$8,996,958.2 5 56%	\$2,820,695.00	\$4,239,221.75	\$1,799,899.0 0 25%	\$268,239.0 0 50%	\$268,239.0 0 4%
Total		\$7,059,916.75	\$8,996,958.2 5 56%	\$2,820,695.00	\$4,239,221.75	\$1,799,899.0 0 25%	\$268,239.0 0 50%	\$268,239.0 0 4%