STATE OF OKLAHOMA

FY 2010 HIGHWAY SAFETY AND PERFORMANCE PLANS

September, 2009

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EXECUTIVE SUMMARY

Heading into Federal Fiscal Year 2010, which begins October 1, 2009, Oklahoma is positioned to continue to aggressively address highway safety issues.

Overall, FY 2009 has been a successful year as is reflected in a significant reduction in the number of traffic fatalities and serious injuries from 2007 to 2008. Projections indicate a continuation of that reduction for 2009. The FARS fatal count of 749 in 2008 is a decrease of 17 from 766 in 2007. Trend line data supports a continuing decrease in fatalities and project a possible reduction to 742 in 2009. Likewise, state data indicate a reduction in the number of serious injuries from 17,663 in 2007 to 16,458 in 2008. If the trend line projection holds true, we could see a reduction to 16,293 serious injuries in 2009. The VMT rate of 1.60 in 2008 is a reduction from 1.61 in 2007. Trend line data suggest a VMT of 1.58 in 2009. As of this publication, state data show the fatality trend is holding for calendar year 2009. The current unofficial fatality count for 2009 is 435; 32 below the 467 recorded on this date in 2008.

Unfortunately, Oklahoma's belt usage rate remained unchanged in 2009. The official state use rate of 84.2% is statistically unchanged from the 2008 rate of 84.3%. Child Passenger Safety survey results for 2009 show an increase of 1.3% over the 2008 rate of 85.0%. The official rate for 2009 is 86.3%. Copies of both official surveys will be provided when available. In order to jump start our current OP stalemate, among other approaches, we intend to focus our efforts on establishing occupant protection enforcement programs in five communities where seat belt use rates are below the state average.

In addition to our traditional approach to project selection, during the upcoming year, the OHSO intends to target rural communities, mostly in eastern and northeastern Oklahoma, where data indicate a need for collision reduction programs. Using this approach, we were able to establish ten additional traffic safety partners in southeastern Oklahoma during FY 2009. Initial milestone projections for these agencies indicate they are on track for establishing effective collision reduction programs.

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

The Oklahoma Highway Safety Office (OHSO) will continue to provide sound leadership, planning, and coordination for Oklahoma highway safety efforts. We are dedicated to working with all of our traffic safety partners in order to achieve our established goals.

OKLAHOMA HIGHWAY SAFETY OFFICE

VISION

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

VALUES

Integrity

Service

Excellence

PRINCIPLES

Credibility

Teamwork

People

MISSION

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

LEGISLATIVE ISSUES

Oklahoma's Legislature meets annually from the first Monday in February through the last Friday in May. During the past session, the Oklahoma Highway Safety Office either supported or proposed legislation to address a variety of traffic safety issues. While some of those measures were successful, those which we believe could have provided the most impact, were not. A full review of those initiatives will be included in our FY 2009 Annual Report. In the upcoming session, we hope to revive many of those measures again in an effort to enhance Occupant Protection, Alcohol and Impaired Driving, and Child Passenger Safety Seat (CPS) laws.

Proposed legislation to increase the seat belt fine and to include all seating positions, with emphasis on child booster seats, will again be submitted through the Department of Public Safety's Legislative Liaison. Passage may allow Oklahoma to qualify for Occupant Protection incentive grant programs in FY 2010.

The Oklahoma Highway Safety Office will also work with the Department of Public Safety's Legislative Liaison to consider legislation designed to strengthen Oklahoma's impaired driving laws. Distracted driving continues to contribute to a number of fatal and serious injury collisions. It is our intent to work with key legislators to explore methods of addressing this problem as well.

For several years, efforts to enact a mandatory helmet law for all motorcyclists have been unsuccessful. Such a bill was introduced in the 2007 legislative session but failed to be considered. It was not introduced in 2009 and is not anticipated to be considered in 2010. However, the OHSO will continue to work with motorcycle safety advocacy groups to garner support for a mandatory helmet bill and to create a climate supportive of such a measure.

FY 2010 HIGHWAY SAFETY PERFORMANCE PLAN

Oklahoma Demographics

Oklahoma ranks 18th in size with a land area of 69,919[1] square miles and is located almost in the center of the United States. It is bordered by Texas to the south, Arkansas and Missouri to the east, Kansas and Colorado to the north and New Mexico and Texas to the west. Western Oklahoma, mostly in the Panhandle, is the Great Plains Region and is flat with few trees and water. The central two-third of the State is the Osage Plains with gently rolling hills, broken up by the Wichita Mountains and the Arbuckle Mountains in the southwest. The Gypsum Hills are to the west. The Ozark Plateau in the northeastern corner of the State is a green, hilly region with streams cutting steep valleys into the limestone formations. The Arkansas Valley is to the south of the Ozark Plateau. The Ouachita Mountains in the southeast are mostly sandstone ridges separated by narrow valley. Along the Red River in the southeastern part of the State is the West Gulf Coastal Plain.

Oklahoma's roadway system of 113,085[2] total miles includes 669 miles of Interstate, 559 miles of Turnpike, 11,601 miles of State and Federal Highways, 284 miles of State Park roads, 86,665 miles of county roads, and 12,865 miles of local city streets.[3]

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

There were 3,815,059 registered vehicles with 70% (2,781,373) registered automobiles. Motorcycle registrations increased 13% from 83,879 registrations in 2003 to 96,632 registrations in 2004. There were 2,445,267 licensed drivers in Oklahoma in 2006.[4] There are approximately 150 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.[5] In addition to the Oklahoma Highway Patrol, there are 338 police departments, 77 sheriff offices, and 36 campus police departments.[6] The State of Oklahoma ranks as the largest employer in Oklahoma, followed by Wal-Mart/Sam's

Club and Tinker Air Force Base. Wal-Mart/Sam's Club ranks as a Fortune 500 player with a large Oklahoma presence.[7]

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[1] Oklahoma Crash Facts 2008. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

[2] Oklahoma Crash Facts 2008. 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 2008. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

[5] Oklahoma State Department of Health.

[6] Oklahoma Association of Chiefs of Police.

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

PROBLEM IDENTIFICATION PROCESS

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

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

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

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

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

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

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

A Traffic Records Assessment was conducted in December 2004 and the Oklahoma Traffic Records Council continues to use this report to improve our traffic records program. Our next assessment is scheduled for November 2009. Much improvement is being made in traffic records in Oklahoma due to a grant from Federal Motor Carrier Safety Administration (FMCSA) and funds earmarked for traffic records through TEA-21 and SAFETEA-LU legislation.

Safety belt and child restraint surveys are conducted each year using NHTSA-approved methods to determine the State's use rate. Beginning FY 2010, we will be conducting an attitude survey to assess public opinions regarding occupant protection.

Listing and Description of Information/Data Sources

Fatality and Other Crash Reports

The Oklahoma Department of Public Safety (DPS) collects fatality and other crash reports. The majority of the collision reports are received as paper copies and are input by the Records Management Division into the DPS mainframe computer. Recent improvements have allowed for electronic submission by OHP troopers and beginning in CY 2010, several select communities will begin submitting reports via the Internet. The data is then downloaded into a DB2 server where the data analyst can access the data. Data is analyzed using SPSS software.

Occupant Protection Surveys

Each summer the University of Oklahoma conducts a safety belt and a child restraint observation survey for the Oklahoma Highway Safety Office. The results of these surveys are part of the annual Problem Identification. Beginning in 2010, an occupant protection 'attitude survey' will be conducted in order to evaluate public attitudes toward seat belt and child restraint use.

FARS

For consistency, the most recently available FARS data are used to establish OHSO's performance measures. That data, supplemented by DPS injury and Oklahoma Tax Commission vehicle mileage data, is used to set future goals and evaluate past progress. DPS and FARS data are regularly evaluated for accuracy and if any discrepancies are found, research is conducted to determine the cause and necessary corrections are made.

Demographics

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

PROBLEM IDENTIFICATION

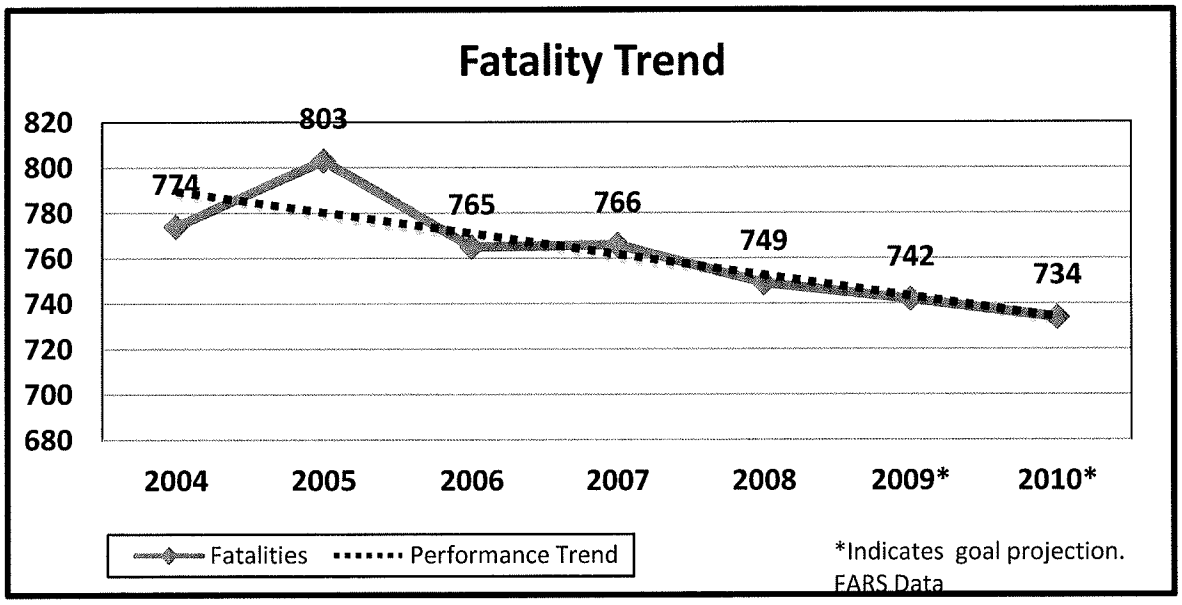
Crash Data and Trends 2004 – 2008					
	2004	**2005**	**2006**	**2007**	**2008**
Number of Fatalities	774	803	765	766	749
Fatality Rate per 100M VMT	1.67%	1.71%	1.57%	1.61%	Unk
Number of Serious Injuries	18,359	17,505	17,488	17,663	16,458
Number of Fatalities involving Driver or Motorcycle Operator with .08+	225	232	199	223	244
Number of Unrestrained Passenger Vehicle Occupant Fatalities	357	378	351	318	338
Number of Speed-Related Fatalities	315	293	269	213	221
Number of Motorcyclist Fatalities	78	77	64	76	86
Number of Unhelmeted Motorcyclist Fatalities	61	58	48	52	63
Number of Drivers Under Age 21 in Fatal Crashes	169	150	135	129	140
Number of Pedestrian Fatalities	50	50	46	67	51
Source of Fatality Data: FARS Source of Serious Injury Data and VMT: State Data					

Proportion of Population Using Safety Belts

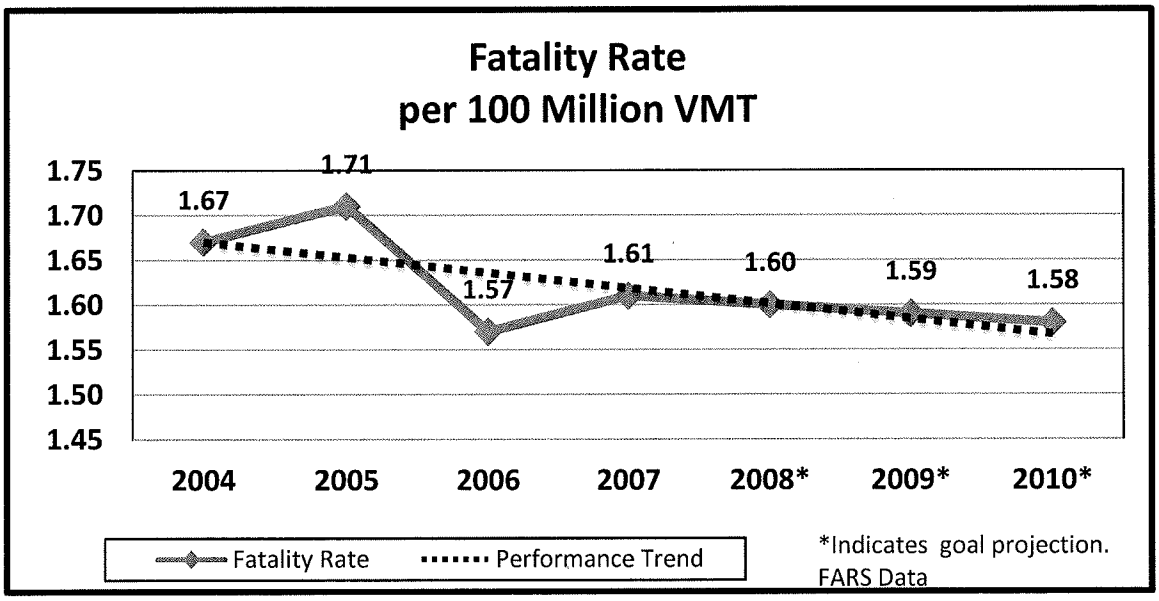
2004	2005	2006	2007	2008	2009
80.3%	83.1%	83.7%	83.1%	84.3%	84.2%

Child Restraint Use

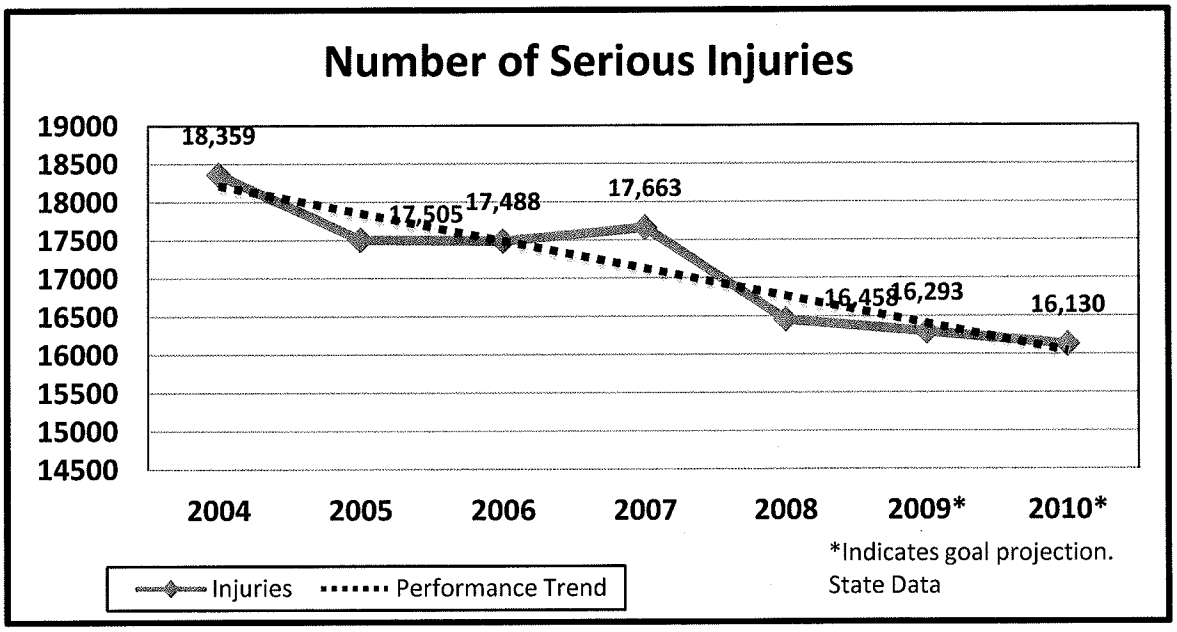
2004	2005	2006	2007	2008	2009
80.6%	82.7%	86.7%	85.4%	85.0%	86.3



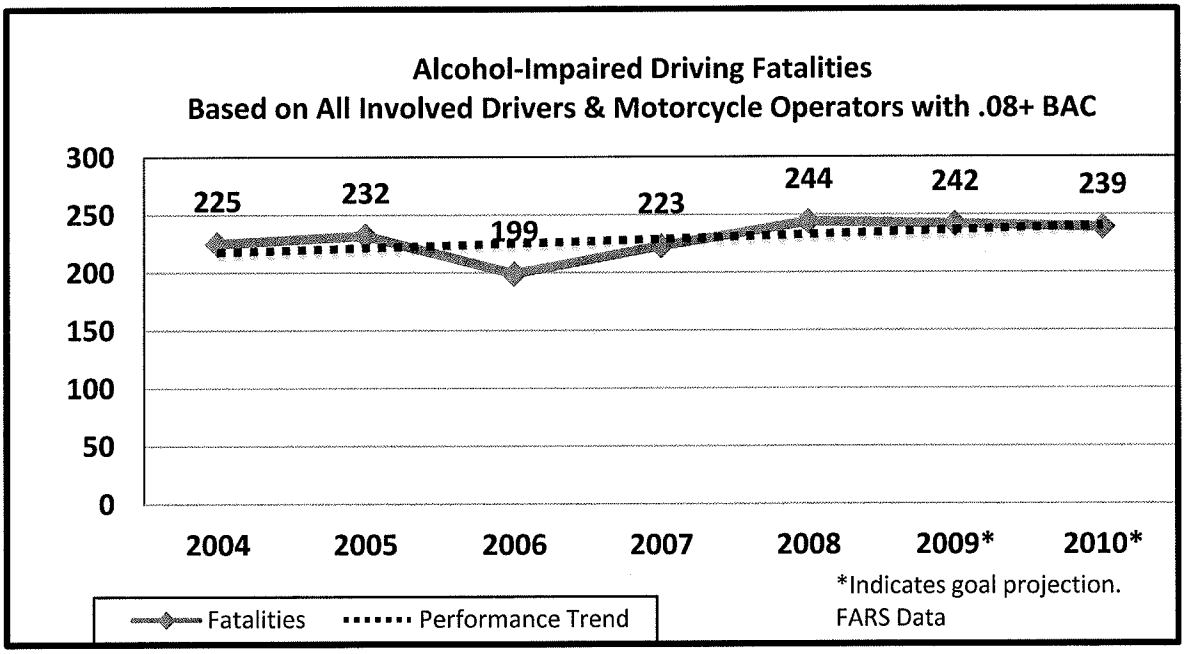
The number of fatalities in traffic crashes in Oklahoma decreased in 2007 and 2008. The number of traffic crash fatalities is projected to continue to decrease in 2009 and 2010



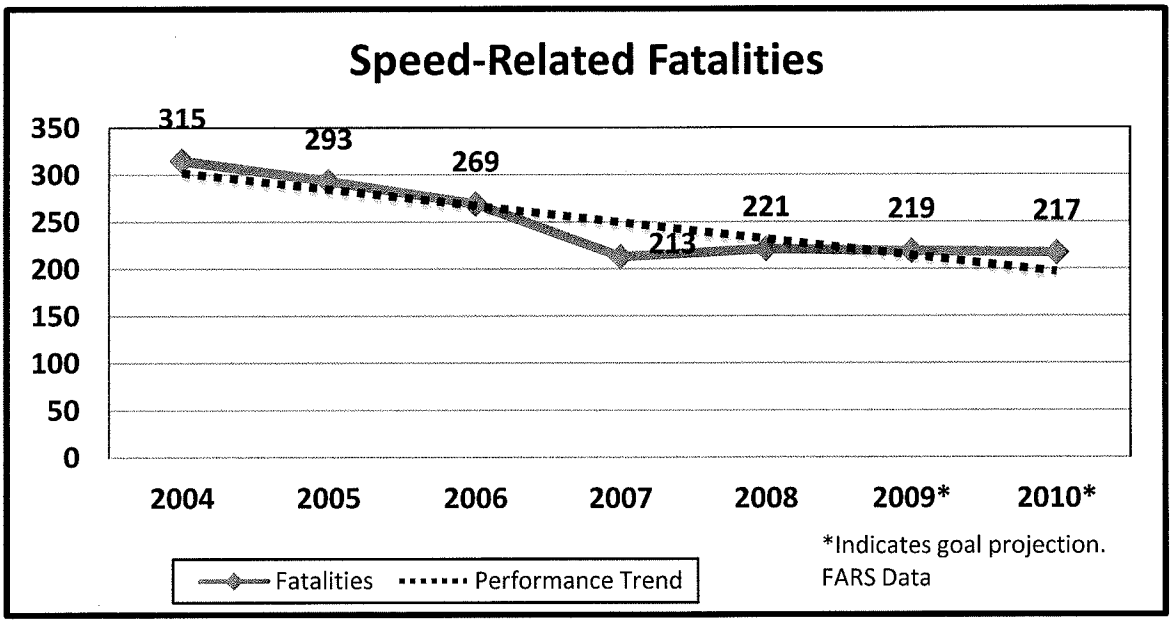
Oklahoma's fatality rate decreased in 2008. The fatality rate per 100 Million VMT is projected to decrease over the next two years.



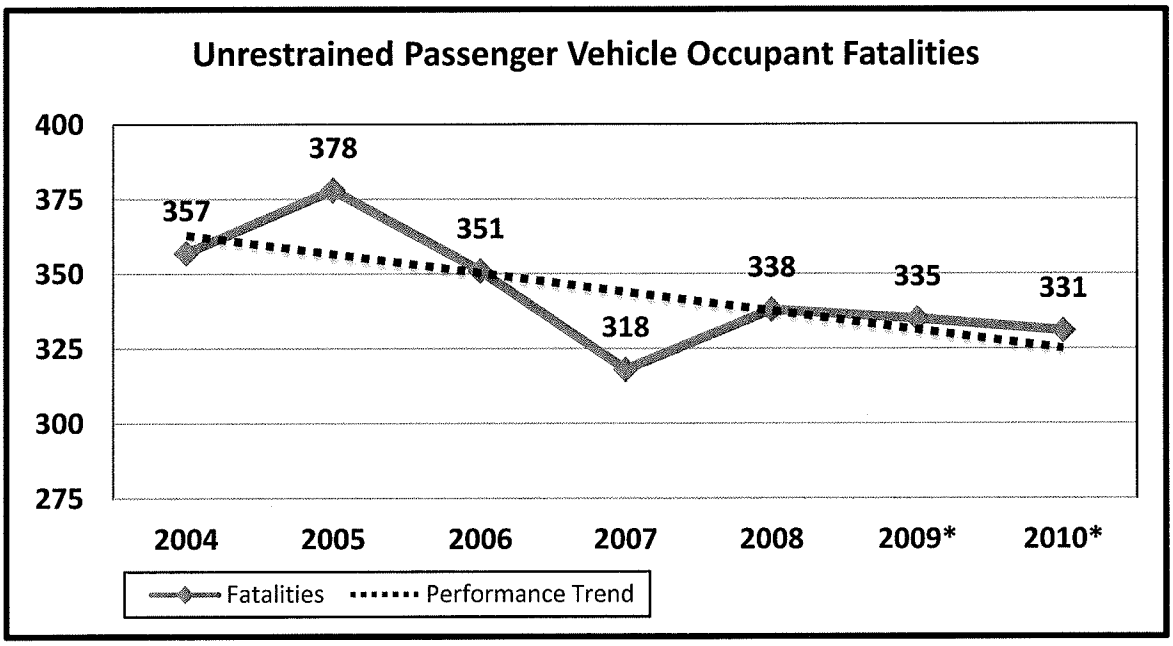
Each year from 2004 to 2008, with the exception of 2007, there was a decrease in the number of serious injuries in traffic crashes. The number of serious injuries is projected to decrease in 2009 and 2010.



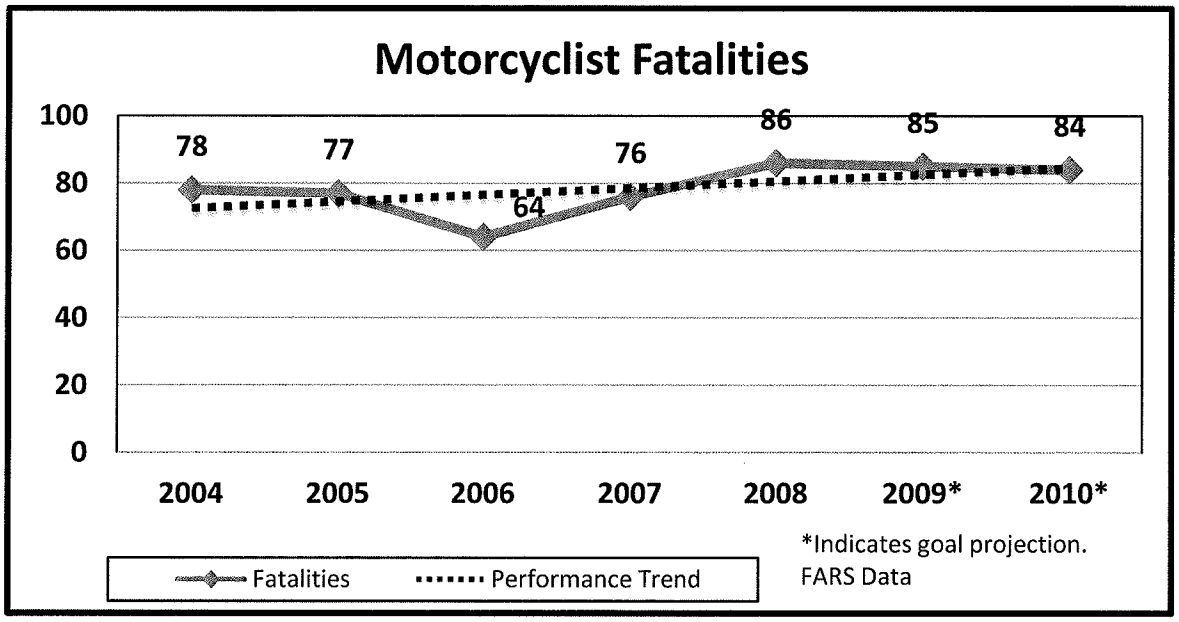
Fatalities in alcohol-impaired traffic crashes generally increased from 2004 to 2008. Projections indicate a slight decrease in alcohol-impaired traffic crash fatalities.



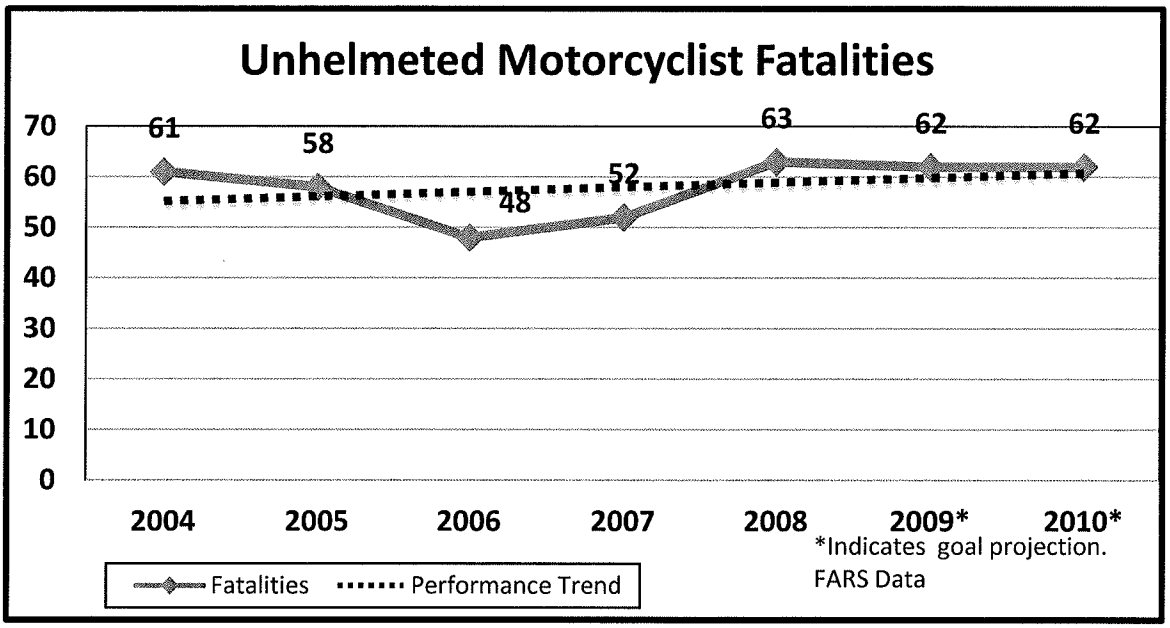
Fatalities in speed-related crashes decreases 29.8% from 2004 to 2008. The number of speed-related traffic fatalities is projected to decrease in 2009 and 2010



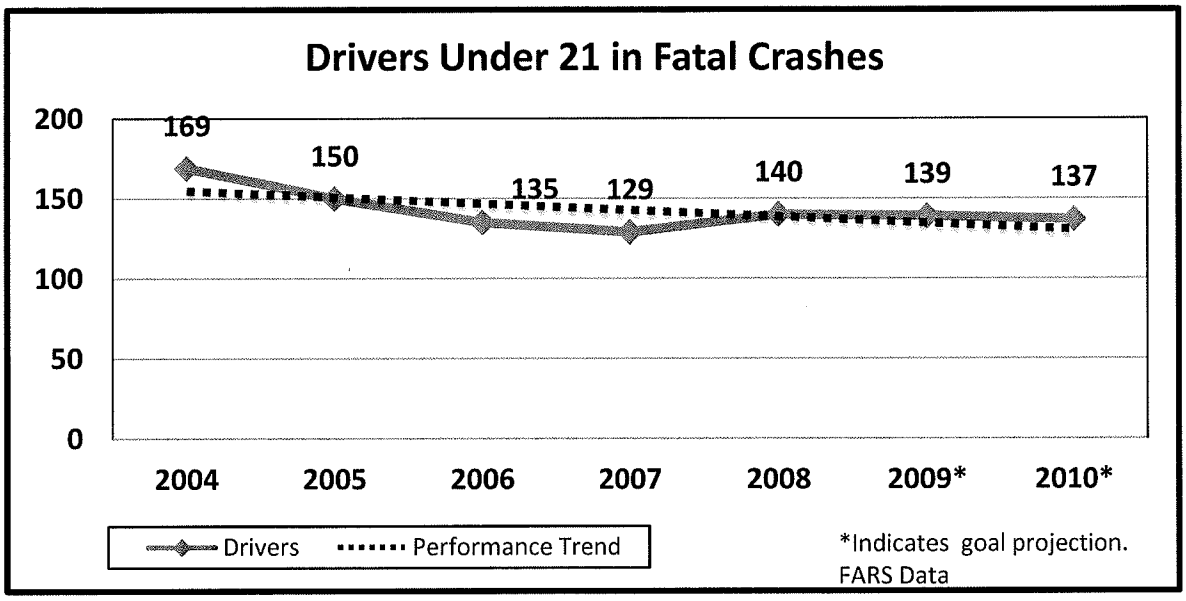
The number of unrestrained fatalities decreased since 2004. Projections indicate this decline in the number of unrestrained fatalities will continue.



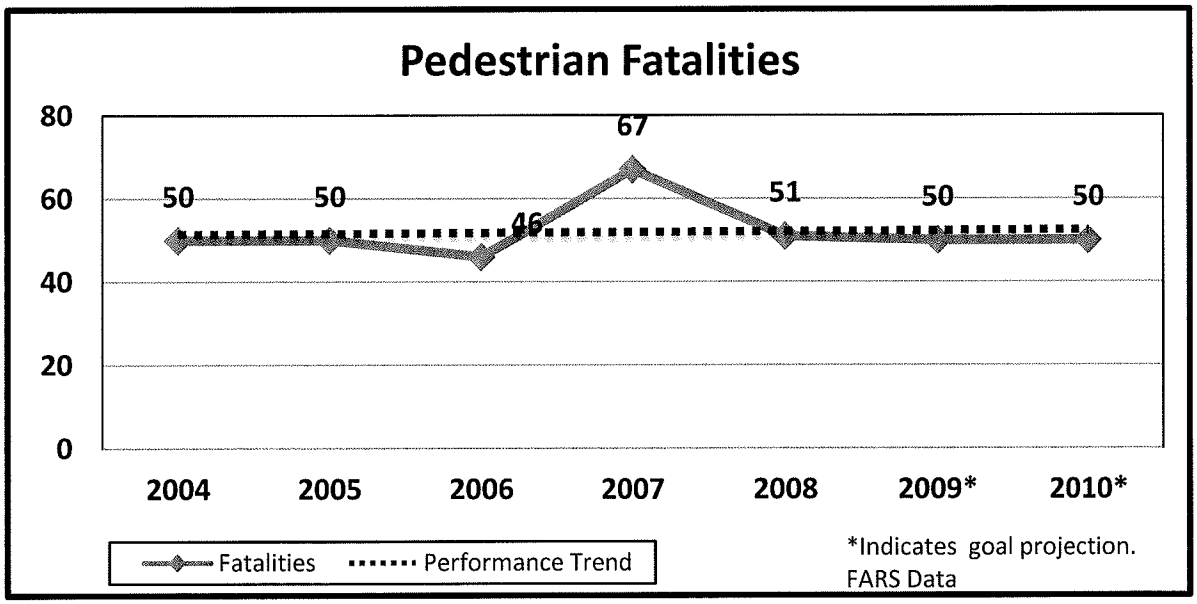
The number of motorcyclist fatalities increased from 2004 to 2008. The number of motorcyclist fatalities is projected to decrease somewhat in 2009 and 2010.



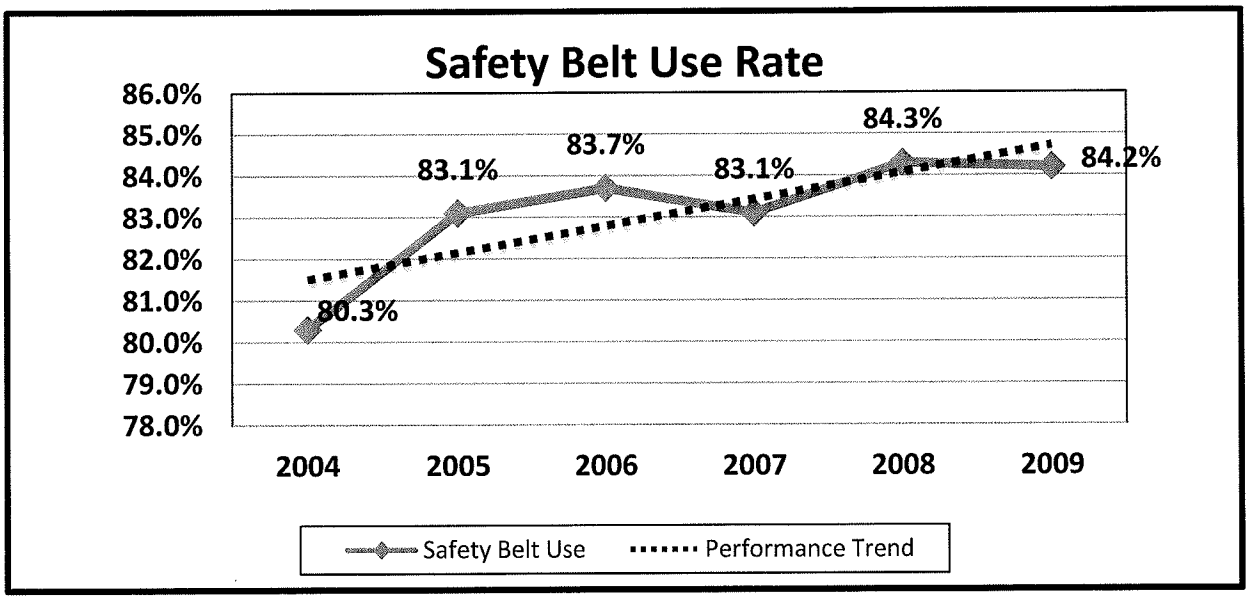
The number of un-helmeted motorcyclist fatalities increased slightly from 2004 to 2008. The number of un-helmeted motorcyclist fatalities is projected to remain relatively unchanged for the next two years.



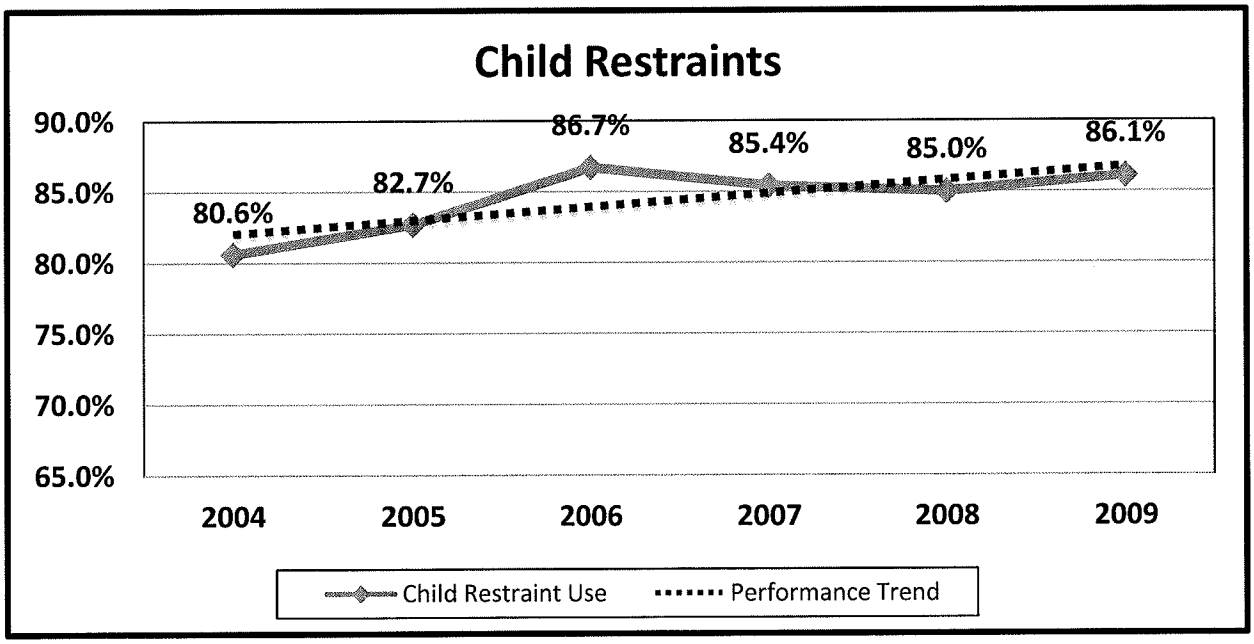
The number of drivers under age 21 involved in fatal crashes decreased from 2004 to 2008. Projections indicate the number of drivers under age 21 will continue to decrease in 2009 and 2010.



With the exception of 2006 and 2007, pedestrian fatalities in traffic crashes remained consistent from 2004 to 2008. The number of pedestrian fatalities is projected to remain consistent for the next two years.



Seat belt use rates in Oklahoma have steadily increased since 2004, with the exception of a small decrease experienced in 2007. We appear to be experiencing a 'plateau' in rate increase and are taking steps to reach our goal of 86.0% by 2010.



While still below desired rates, Oklahoma's CPS use has increased steadily since 2004. Should trend projections hold, we anticipate an increase in 2010 through 2012.

HIGHWAY SAFETY PLANNING PROCESS DESCRIPTION

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

The core of its process is the staff of the OHSO. Partners include: State agencies, state, county and local law enforcement agencies, as well as a variety of traffic safety advocacy and minority concern groups.

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

The OHSO Data Analyst prepares a Problem Identification based on one year of crash data and a 5-year trend. Following analysis of the data, the Data Analyst provides a ranking of cities and counties where the data indicates the problems occur. This allows OHSO to look at the problems, where they occur, and provide programs and services where the need is greatest. The Problem Identification and the annual Crash Facts Book are used by many highway safety professionals to evaluate what traffic safety priority areas need emphasis. Numerous applicants for traffic safety grants do, and must, use statistical problem identification to support their applications. The concerns of highway safety partners are heard and discussed at conferences, workshops, and meetings. During special emphasis periods, surveys may be sent to appropriate agencies to ascertain priorities for the coming year. Several national level agencies, such as MADD, have rate-the-state reviews. The OHSO considers such evaluations.

The OHSO is an active member of the Oklahoma Traffic Records council, which is vital to traffic safety-related discussions and improvement efforts. Participants are State agencies, such as the Oklahoma Department of Transportation (ODOT), Oklahoma Department of Public Safety (DPS), Oklahoma Tax Commission (OTC), and the Oklahoma State Department of Health (OSDH). Organizations such as the Oklahoma City Police Department, Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMSCA) also are represented. Ideas from those and other agencies are received on a regular basis. The National Highway Traffic Safety Administration (NHTSA) Region 6 makes regular input for consideration, and the OHSO participates in strategic planning with them. The OHSO communicates with the Indian Nations concerning potential projects with Native American groups or tribes. The OHSO staff briefs groups and/or participates in meetings regularly. The OHSO's Law Enforcement Liaisons meet with 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.

The Records Management Division of the Oklahoma Department of Public Safety maintains a database of crash records as reported by law enforcement agencies throughout Oklahoma. This database includes crashes resulting in injury, death or over $500 property damage. Non-traffic crashes occurring on private or public property are also included in this database. Data elements included relate to information on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists, and bicyclists involved in these crashes.

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

The Oklahoma Highway Safety Office staff members meet several times during the selection process to discuss and rank applications. Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evaluation, cost assumption, and budget. Additionally, the application is reviewed to determine if the project is innovative, if there is a local match, if there is active community involvement, etc. We do not rely solely on unsolicited grant applications, but use a proactive process of identifying areas of the state where low seat belt use rates and higher than normal collisions would benefit from additional enforcement, education or awareness programs. Agencies in these areas are requested to partner with OHSO to design programs to address specific causal factors and high crash locations.

The process is fluid. The SAFETEA-LU requirements, regarding incentive funds, and detailed criteria demand(ed) flexibility in the process. The uncertainty of reauthorization has required no less flexibility. The OHSO attempts to statistically address identified problems using the best solutions proven to work, while simultaneously seeking out innovative solutions and new partners.

January: Host annual statewide workshop to discuss issues and future priorities with partners. Set performance goals and objectives, and benchmarks.

March: Receive local government applications at OHSO. Complete Problem Identification.

April: Implement project selection process.

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

June: Send out project selection letters.

June-July: Develop contracts.
Create Highway Safety Plan/Performance Plan (HSP/PP).

August: Submit HSP/PP.

September: Draft contracts.

October: Implement grants and contracts.

November: Draft Annual Report.

December: Submit Annual Report.

ESTABLISHING GOALS & PERFORMANCE MEARSURES

Following the development of problem identification analysis, the OHSO conducts strategic planning sessions with its entire staff to identify goals and performance objectives for the upcoming Highway Safety Performance Plan. NHTSA's performance measures, published in the Region 6 Regional Action Plan, are considered and reviewed for consistency with OHSO's performance measures. These sessions, held during the year, used the problem identification based on data analysis and the Oklahoma Crash Facts Book data. The performance results from prior years are also considered.

The entire OHSO staff meets to consider how well last year's goals and performance measures were met. These meetings are conducted at least twice a year; prior to HSPP and Annual Report submission. The process is subjective.

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

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

PARTICIPANTS / PARTNERS

While the Oklahoma Highway Safety Office provides leadership and coordination for Oklahoma's traffic safety efforts, we are supported by a variety of traffic safety advocates. Our partners include state agencies, local law enforcement agencies, faith groups, diversity groups, safety advocates and others interested in promoting traffic safety.

The OHSO is an active member of the Oklahoma Traffic Records council, which is vital to traffic safety-related discussions and improvement efforts. Participants are State agencies, such as the Oklahoma Department of Transportation (ODOT), Oklahoma Department of Public Safety (DPS), Oklahoma Tax Commission (OTC), and the Oklahoma State Department of Health (OSDH). Organizations such as the Oklahoma City Police Department, Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMSCA) also are represented. Ideas from those and other agencies are received on a regular basis. The National Highway traffic Safety Administration (NHTSA) Region 6 makes regular input for consideration, and the OHSO participated in strategic planning for them. The OHSO communicates with the Indian Nations concerning potential projects with Native American groups or tribes. The OHSO staff briefs groups and/or participates in meetings regularly. The OHSO's Law Enforcement Liaisons meet with law enforcement personnel on a regular basis.

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

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

PERFORMANCE MEASURES

To reduce the number of fatalities by 1% annually (749 in 2008 to 734 in 2010)

To reduce the number of serious injuries in crashes by 1% annually (16,458 in 2008 to 16,130 in 2010)

To reduce the number of fatalities per 100 million vehicle mile traveled by 0.01 point annually (1.61 in 2007 to 1.58 in 2010).

Alcohol/ Impaired Driving Goal

To reduce the number of fatalities involving drivers or motorcycle operators with .08+ BAC by 1.0% annually (244 in 2008 to 239 in 2010)

Occupant Protection Goals

To reduce the number of unrestrained occupant fatalities, all seating positions by 1% annually (338 in 2008 to 331 in 2010)

To increase safety belt use to 86% in 2010 (84.2% in 2009)

Police Traffic Services/ Speed Goal

To reduce the number of speed related fatalities by 1% annually (221 in 2008 to 217 in 2010)

Motorcycle Safety Goal

To reduce the number of motorcyclist fatalities from 86 in 2008 to 84 in 2010.

To reduce the number of un-helmeted motorcyclist fatalities by 1% annually (63 in 2008 to 62 in 2010)

Pedestrian Safety Goal

To reduce the number of pedestrian fatalities by 1% annually (51 in 2008 to 50 in 2010)

Youth Safety Goal

To reduce the number of drivers under age 21 in fatal crashes by 1% annually (140 in 2008 to 138 in 2010)

Railroad Safety Goal

To reduce the number of fatalities resulting from motor vehicle crashes at rail grade crossings by 10% (from 15 in 2006 to 14 in 2010).

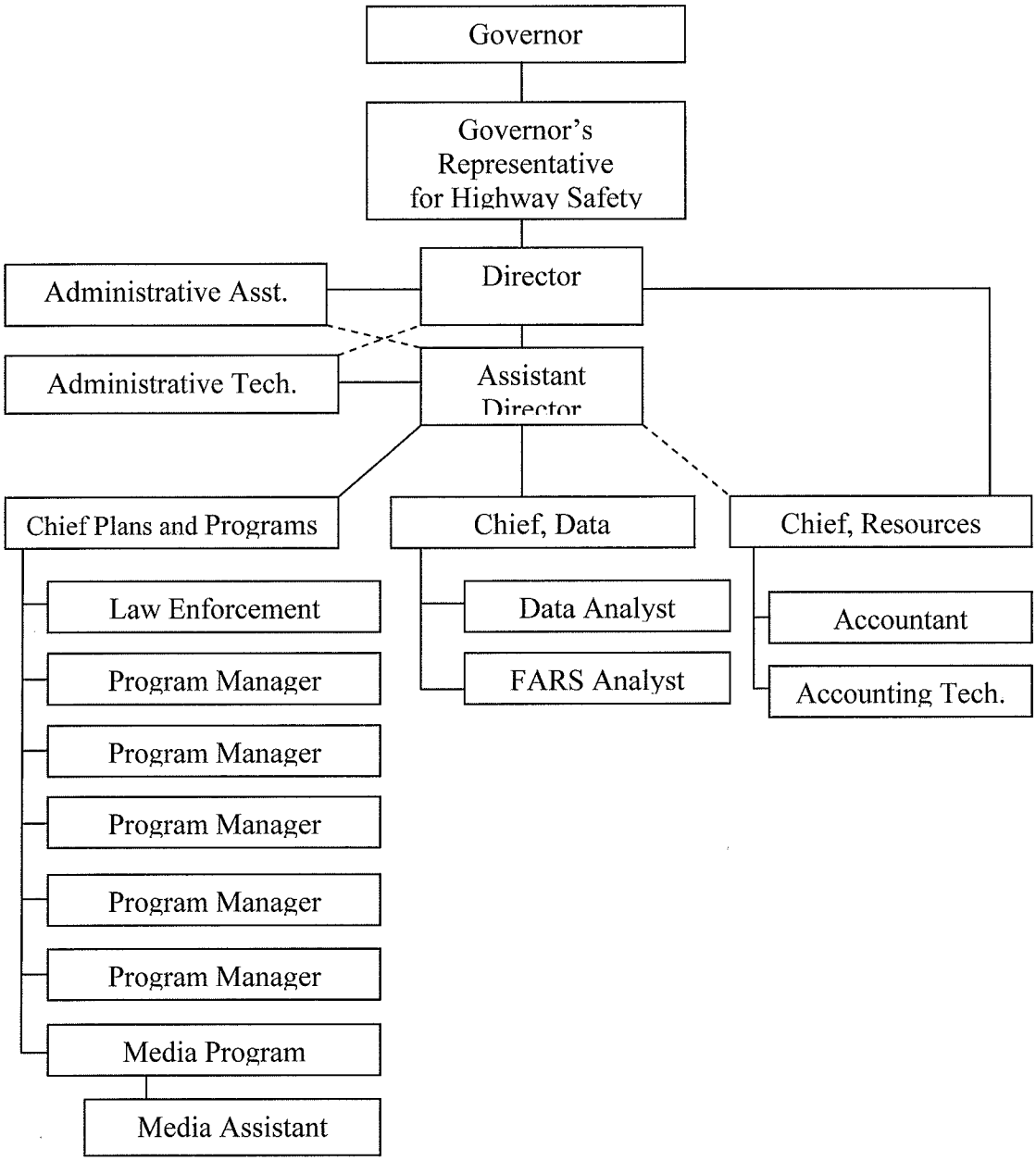
Performance Measures	Baseline				Current Status	Projected**	Short Term Goal	Long Term Goal
	2004	2005	2006	2007	2008	2009	2010	2012
Overall								
Number of Traffic Fatalities	774	803	765	754	749	742	**734**	720
Number of Serious Injuries* **	18359	17505	17488	17663	16458	16293	**16130**	15810
Fatalities/VMT	1.67	1.71	1.57	1.61	unk	1.59	**1.58**	1.56
Alcohol/Impaired Driving								
Number of Fatalities involving driver or mc operation with .08+ BAC	225	232	199	223	244	242	**239**	234
Number of grant funded impaired driving arrests* **	UNK	UNK	UNK	UNK	4407	NA	NA	NA
Occupant Protection								
Number of unrestrained occupant fatalities (all seat positions)	357	378	351	318	338	335	**331**	325
Observed seat belt use (front seat outboard occupants)	80.3	83.1	83.7	83.1	84.3	84.2	**86**	88
Number of grant funded seat belt citations (includes CPS)* **	UNK	UNK	UNK	UNK	21808	NA	NA	NA
Speed								
Number of speeding related fatalities	315	293	269	213	221	219	**217**	213
Number of grant funded speeding citations* **	UNK	UNK	UNK	UNK	34055	NA	NA	NA
Motorcycle Safety								
Number of motorcyclist fatalities	78	77	64	76	86	85	**84**	84
Number of un-helmeted motorcyclist fatalities	61	58	48	52	63	62	**62**	61
Pedestrian Safety								
Number of pedestrian fatalities	50	50	46	67	51	50	**50**	49
Youth								
Number of drivers age 20 or younger involved in fatal crashes	169	150	135	129	140	139	**138**	136

*using FARS data unless otherwise noted

** based on available data and trend projection

*** based on state data/for federal fiscal year

OKLAHOMA HIGHWAY SAFETY OFFICE ORGANIZATION



PROJECT SELECTION AND DEVELOPMENT

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

The OHSO may approach potential applicants about partnering in a project, or may receive unsolicited project applications. Applications undergo a thorough evaluation process. The process is defined in an OHSO Policy and Procedures Instruction, and includes both subjective and objective criteria. After multiple rounds of evaluation, applications are scored, and then ranked. Projects are selected and funded according to their rank. Special consideration is given to those projects that qualify under local benefit. Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evaluation, cost assumption, and budget. Additionally, the application is reviewed to determine if the project is innovative, if there is "local match," if there is community involvement, etc.

For FY 10, the OHSO has determined that northeastern Oklahoma merits special attention because of the collision picture in that area of the state and a lack of prior involvement with our traffic safety programs in previous years. It is our intent to seek out potential partners and establish solid relationships, relying heavily on our Law Enforcement Liaisons. We will be developing a number of Speed Management and Occupant Protection programs across the state.

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

HIGHWAY SAFETY PLAN

PLANNING AND ADMINISTRATION OBJECTIVES

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

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

Be the statewide leader in the highway traffic safety community.

PLANNING AND ADMINISTRATION STRATEGIES

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

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

Notify partners of proposed highway-safety related legislation.

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

Initiate new, and improve existing, partnerships.

Conduct internal review of key OHSO documents.

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

Systematically review and update policy and procedures instructions.

Evaluate customer satisfaction through the use of customer surveys.

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

Planning and Administration Program Funding

Project Number: PA-10-07-01-00
Project Name: Planning and Administration
Agency: OHSO

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

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

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

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

Planning and Administration: Budget Summary

Project Number					Project Name	Budget	Budget Source
PA-	10-	07-	01-	00	Planning & Administration	312,000.00	Section 402
						312,000.00	State of Oklahoma
402 Total						**312,000.00**	
Total All Funds						**624,000.00**	

ALCOHOL/ IMPAIRED DRIVING PROBLEM IDENTIFICATION

Alcohol and drug-related fatalities are up in 2008.

In 2008 there were 244 fatal Alcohol/Drug related fatalities. The previous year there were 223 fatalities; an increase of 21, or 9.4%.

ALCOHOL/ IMPAIRED DRIVING GOAL

To reduce Alcohol/Drug-Related fatalities involving driver or m/c operator with .08% BAC by 1.0% annually (244 in 2008 to 239 in 2010) .

ALCOHOL/ IMPAIRED DRIVING STRATEGIES

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

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

Provide sustained enforcement of drinking and drugged drivers by funding and supporting State and local law enforcement programs. Market, coordinate and support multi-agency impaired driving enforcement programs.

Support court programs to educate pre-driving age students on the consequences of drinking and driving. Conduct DRE classes for Oklahoma law enforcement officers.

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

Provide information to students, parents and others to deter underage drinking and provide enforcement for violators of the underage drinking laws. Make available SFST/ ARIDE training to Oklahoma law enforcement officers.

Support and require participation by law enforcement agencies in the national and State "Drunk Driving. Over the Limit. Under Arrest." crackdown, as well as all other national mobilization periods and campaigns. Four quarterly High Visibility Enforcement (HVE) events are scheduled for November 2009, January 2010, June, 2010, July, 2010 in support of impaired driving (Section 410) program.

Provide incentive awards to noncontract agencies in order to encourage participation in the DDOLUA campaign. Discourage drunk driving and underage drinking through media campaigns, sports marketing, earned media, and other community events.

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

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

Alcohol / Impaired Driving Countermeasure Programs

Project Number: Multiple: See Impaired Driving Budget Summary
Project Title: Community Impaired Driving Enforcement Programs
Agencies: Drumright PD, Kay County SO, Norman PD, Oklahoma City PD, Oklahoma University PD, Tulsa County SO

Description: Each participating agency will conduct aggressive impaired driving enforcement programs using certified officers/deputies working on an overtime basis. Shifts will be scheduled at times most likely to detect impaired driving offences and at locations with a history of such violations. These agencies will incorporate active Public Information and Educational programs, by working with local schools, civic groups and various media outlets.

Equipment: See Appendix for list of equipment with purchase price of $5,000.00 or more.

Equipment Justification: Any equipment authorized in impaired driving contracts will be necessary for the proper identification and prosecution of impaired drivers. Equipment operators will be properly trained in the use of this equipment prior to its deployment. No equipment will be purchased with 410 funds.

Budget: See Alcohol Budget Summary **Section:** 402 and 410

Project Number: AL-10-02-01-13
Project Title: Tulsa Community Services Council CRASHs Court
Agency: Tulsa Community Services Council

Description: The goal of the CRASHs Court project is to prevent underage drinking and impaired driving. Community initiatives targeting underage drinking have been highly effective when implemented and systematically evaluated as part of a community-wide approach. This is a technical assistance project which will increase statewide awareness and interest in replication of the innovative CRASHs Court program successfully implemented in Tulsa County. 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.

Budget: $80,500.00 **Section:** 402

Project Number: AL-10-02-02-07
Project Title: District Attorneys Council Traffic Safety Resource Prosecutor (TSRP)
Agency: Oklahoma District Attorneys Council

Description: Through this project, continuing professional education will be made available to new assistant district attorneys. The purpose of the education will be to improve their ability to effectively prosecute complex traffic safety violations, such as vehicular homicide, felony drunk driving, and others. The project will provide a dedicated liaison between the State's prosecutors and the traffic safety community to work for better coordination in prosecuting traffic safety violations. The District Attorney's Council will provide an experienced lawyer to oversee the Traffic Safety Resource Prosecutor (TSRP). The TSRP will prepare written material, conduct seminars and provide legal assistance to Oklahoma prosecutors and law enforcement personnel with regard to traffic safety.

Budget: $140,000.00 **Section:** 402

Project Number: AL-10-02-03-10
Project Title: Norman PD Drug Recognition Expert (DRE) Program
Agency: Norman Police Department

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 State Board of Tests for Alcohol and Drug Influence. Each student successfully completing the course will be granted DRE certification.

Budget: $35,000.00 **Section:** 402

Project Number: AL-10-02-04-09
Project Title: Oklahoma Association of Chiefs of Police ARIDE
Agency: Oklahoma Association of Chiefs of Police (OACP)

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.

Budget: $76,441.00 **Section:** 402

Project Number: AL-10-03-01-04
Project Title: Shawnee Alcohol Education and Enforcement
Agency: Shawnee Police Department

Description: The Shawnee Police Department (SPD) intends to use a multi-faceted approach to combating traffic collisions caused by alcohol and more specifically those cause by minors in possession of alcohol.. SPD will devote 50% of an officer's time to organize and implement a comprehensive underage drinking prevention program, employing public and student education, server training and enforcement of alcohol related laws.

Budget: $35,000 **Section:** 402
Project Number: K8-10-02-01-01
Project Title: Mothers Against Drunk Driving (MADD) Tulsa
Agency: Tulsa, Green Country MADD

Description: This project will support a full-time Programs Specialist dedicated to youth outreach, and specifically targeting secondary and post secondary students in Northeast Oklahoma. A regional database of organizations, including private and public schools, other community outreach programs, church youth groups, and summer camps will be developed and utilized to identify students in the target age groups within the pre-determined geographical area. The Programs Specialist will identify and recruit potential program sites, provide training for volunteers and participants, and coordinate efforts to encourage student participation and leadership in various programs and campaigns focusing on the core programs of MADD. During the summer months while school is not in session, time will be devoted to preparation, coordination with law enforcement, mass mailings, training, and cultivating new contacts.

Budget: $45,000.00 **Section:** 410

Project Number: K8-10-02-02-01
Project Title: OU State Judicial Educator
Agency: University of Oklahoma Continuing Legal Education

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

Budget: $75,052.00 **Section:** 410

Project Number: K8-10-03-05-03
PT-10-03-30-07
Project Title: Oklahoma County Alcohol / Impaired Driving Enforcement
Agency: Oklahoma County Sheriff's Office

Description: This overtime traffic enforcement project will involve Oklahoma County patrol and traffic deputies working overtime shifts targeting underage access to alcohol and impaired driving. Efforts will be focused on those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be implemented to increase awareness concerning highway safety. A full-time deputy will be employed to operate the Crash Court / Rollover Simulator program. This deputy will be available to travel across the State in an effort to encourage seat belt use and provide additional traffic enforcement. The Crash Court program will be presented in schools in the Oklahoma County area to educate young people on the consequences of impaired driving. In addition to participation in the DDOLUA crackdown, deputies will conduct quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November.

Budget:	$100,000.00	**Section:**	410
	$67,000.00	**Section:**	402

Project Number: K8-10-03-06-04
Project Title: OHP Statewide Alcohol / Impaired Driving Enforcement
Agency: Oklahoma Highway Patrol

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

Budget:	$759,425.00	**Section:**	410

Project Number: K8-10-03-08-02
K4PT-10-03-06-02
Project Title: OSU PD Impaired Driving and Police Traffic Services
Agency: Oklahoma State University Police Department

Description: This project will support one full-time officer of the OSU Police Department, who will devote 100% of his/her time to alcohol safety education and traffic enforcement.

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

Budget: $30,500.00 **Section:** 406
$30,500.00 **Section:** 410

Project Number: K8-10-05-02-02
Project Title: OSBI Impaired Driving
Agency: Oklahoma State Bureau of Investigation

Description: A full-time technician/chemist will be employed to operate the GC/MSD (gas chromatograph/mass selective detector) analysis machine. He/She 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.

Budget: $71,073.00 **Section:** 410

Project Number: K8-10-06-01-01
Project Title: Board of Tests for Alcohol and Drug Influence
Agency: Department of Public Safety, Board of Tests

Description: The Oklahoma Highway Safety Office and the Board of Tests agree to procure and purchase up to twenty (20) Intoxilyzer 8000 Series, BAC Testing instruments for placement in each of the top twenty high-use locations where holding facilities are available. Purchase of the additional instruments will allow for more comprehensive statewide placement, and thus enable more efficient and effective prosecution and adjudication of impaired drivers.

Budget: $160,000 **Section:** 410

Equipment: 20 Intoxilyzer 8000 BAC Testing Instruments, @ approximately $8,000 ea.

Justification: 20 additional Intoxilyzers will improve local law enforcement's capabilities to test impaired drivers by placing test devices at facilities other than traditional detention facilities. Placement will be determined by evaluating the 20 highest use locations and assigning the devices to local law enforcement agencies.

Project Number: AL-10-07-01-00
K8-10-07-01-00
Project Title: Alcohol and Other Drugs Program Area Management
Agency: OHSO

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

100% Program Manager
25% Chief, Plans and Programs

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

Budget: $20,200.00 **Section:** 402
$70,850.00 **Section:** 410

Project Number: K8-10-04-01-00
Project Title: Statewide Alcohol PI&E Programs
Agency: OHSO

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

Budget: $88,000.00 **Section:** 410

Project Number: K8-10-05-01-00
Project Title: Impaired Driving Public Attitude Survey
Agency: OHSO

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

Budget: $10,000.00 **Section:** 410

Alcohol: Budget Summary

Project Number					Project Name	Budget	Budget Source
AL-	10-	02-	01-	13	Comm Serv Council - CRASHs Court	80,500.00	Section 402
AL-	10-	02-	02-	07	District Attorney's Council	140,000.00	Section 402
AL-	10-	02-	03-	10	Norman PD - DRE	35,000.00	Section 402
AL-	10-	02-	04-	09	Okla Assoc of Chiefs of Police	76,441.00	Section 402
AL-	10-	03-	01-	04	Shawnee P D	35,000.00	Section 402
AL-	10-	03-	02-	01	**OU PD***	10,000.00	Section 402
AL-	10-	07-	01-	00	Program Area Management	20,200.00	Section 402
K4PT-	10-	03-	06-	02	OSU PD	30,500.00	Section 406
K8-	10-	02-	01-	01	MADD - Tulsa	45,000.00	Section 410
K8-	10-	02-	02-	01	Oklahoma University - SJE	75,052.00	Section 410
K8-	10-	03-	01-	01	**Drumright PD***	15,000.00	Section 410
K8-	10-	03-	02-	02	**Kay County SO***	55,000.00	Section 410
K8-	10-	03-	04-	03	**Oklahoma City P D***	100,000.00	Section 410
K8-	10-	03-	05-	03	Oklahoma County SO	100,000.00	Section 410
K8-	10-	03-	06-	04	OHP	759,425.00	Section 410
K8-	10-	03-	08-	02	OSU P D	30,500.00	Section 410
K8-	10-	03-	09-	03	**Tulsa County S O***	90,000.00	Section 410
K8-	10-	03-	10-	03	**Tulsa P D***	90,000.00	Section 410
K8-	10-	04-	01-	00	PI&E - IN-House Programs	88,000.00	Section 410
K8-	10-	05-	01-	00	Survey - Attitude	10,000.00	Section 410
K8-	10-	05-	02-	02	OSBI	71,073.00	Section 410
K8-	10-	06-	01-	01	Board of Test	160,000.00	Section 410
K8-	10-	07-	01-	00	Program Area Management	70,850.00	Section 410
PT-	10-	03-	30-	07	Okla County S O	67,000.00	Section 402
402 Total						**464,141.00**	
406 Total						**30,500.00**	
410 Total						**1,759,900.00**	
Total All Funds						**2,254,541.00**	

- Denotes Community Impaired Driving Programs

MOTORCYCLE SAFETY PROBLEM IDENTIFICATION

Motorcycle fatalities increased from 76 in 2007 to 86 in 2008. Unsafe Speed and Failure to Yield were the primary causes of motorcycle crashes. From 1995-2008 fatalities in Motorcycle KAB crashes ranged from a high of 78 in 2004 to a low of 25 in 1998. During the 10-year period, fatalities averaged 45 per year.

MOTORCYCLE SAFETY GOALS

To reduce the number of motorcycle fatalities from 86 in 2008 to 84 in 2010.

To reduce the number of un-helmeted motorcyclists in fatalities from 63 in 2008 to 62 in 2010.

MOTORCYCLE SAFETY STRATEGIES

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

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

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

Purchase and equip a trailer, towing vehicle and two demonstration motorcycles for use in delivering motorcyclist safety and awareness programs across the state.

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

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

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

Motorcycle Safety Enhancement Programs

Project Number: K6-10-03-01-04
Project Title: Edmond Motorcycle Safety Program
Agency: Edmond Police Department

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

The Edmond Police Department will provide police officers dedicated to administering both phases of the program, Training and Awareness. A mobile class room trailer will be purchased to set up remote classrooms for the Training phase or motorcyclist safety training. It will also be utilized to some extent for materials transport and an information booth during the Awareness phase of the program. A towing vehicle will be purchased for the program to transport the mobile classroom or trailer to various locations across the State. Two demonstration motorcycles will be purchased to conduct the Training phase of the program.

Other instructional equipment for the program(s) will include items such as a lap top computer, digital projector/ screen and public address equipment and none is anticipated to meet or exceed $5,000.00.

The Motorcycle Safety Training curricula will be approved by the State's Motorcycle Advisory Committee and will be presented "in counties or political subdivisions that account for a majority of the State's registered motorcycles". The Motorcyclist Awareness Program or Public Information and Education (such as the Share the Road program) will be provided to non-motorcyclists emphasizing the awareness of and presence of motorcycles on or near roadways.

Budget: $200,180 **Section:** 2010

Equipment: One mobile trailer, two demonstration motorcycles *(for Motorcycle Training Program only)*, towing vehicle and associated instructional equipment.

Motorcycle Safety: Budget Summary

Project Number					Project Name	Budget	Budget Source
K6-	10-	03-	01-	04	Edmond PD	200,180.00	Section 2010
402 Total						**0.00**	
2010 Total						**200,180.00**	
Total All Funds						**200,180.00**	

OCCUPANT PROTECTION PROBLEM IDENTIFICATION

A comparison of the summer 2008 and the summer 2009 survey results indicates that Oklahoma's belt usage rate has remained relatively unchanged. The official state use rate decreased by a statistically insignificant rate of 0.1% from 84.3% to 84.2%. [8]

Overall, the combined percentage of children who were properly restrained increased 1.1% from 85.0% in 2008 to 86.1% in 2009.

OCCUPANT PROTECTION GOALS

To increase safety belt use to 86% by 2010 (84.2 % in 2009).

To increase child restraint use to 89% by 2010 (86.1.0% in 2009).

OCCUPANT PROTECTION STRATEGIES

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

Provide sustained enforcement of seat belt and child passenger laws by supporting State and local law enforcement programs. Past program experience has shown that general police traffic services projects result in 23-25% of all written contacts reported. During FY 2008, the total number of written occupant protection contacts made by funded law enforcement agencies was 21,808. (See Police Traffic Services section for agencies participating in general PTS programs.) In FY 2010, specific occupant protection contracts will require law enforcement agencies to focus their efforts on improving seat belt use rates within their communities and to make a greater percentage of occupant protection contacts. Those communities were chosen because of their relatively low seat belt use rates. A list of those contract agencies is included in this section.

Conduct annual occupant protection surveys.
Provide education and free child safety seats to eligible low-income parents.
Promote the proper use of child restraint systems by providing Technical Update training and Technician Certification training.
Expand existing CPS programs to include more rural areas of Oklahoma.
Support and encourage participation by law enforcement agencies in the national and State seat belt campaigns (Click it or Ticket, Buckle Up In Your Truck, etc.)
Provide incentive awards to noncontract agencies in order to encourage participation in the CIOT campaign.
Continue occupant protection emphasis in all funded projects and promote increased child passenger safety use in minority populations.
Promote and support high visibility law enforcement, paid and earned media.
Develop long range plans for improvement of state wide seat belt use rates.

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[8] Thomas E. James, Ph.D. Statewide Safety Belt Survey: 2009., University of Oklahoma. Norman, Oklahoma.

Occupant Protection Improvement Programs

Project Number: OP-10-02-01-12
Project Title: Safe Kids OK CPS Statewide Project
Agency: Safe Kids Oklahoma, Inc.

Description: Safe Kids Oklahoma, Inc., as part of a statewide Child Passenger Safety (CPS) program, will promote CPS efforts directed toward the western half of the state, generally speaking, to provide CPS services such as car seat checkup events, discounted car seats to low income families, fitting stations, CPS training, and CPS public education. Safe Kids Oklahoma will coordinate program activities with Safe Kids Tulsa to ensure statewide program coverage.

Budget: $150,000 **Section:** 402

Project Number: OP-10-02-02-10
Project Title: Safe Kids Tulsa CPS Statewide Project
Agency: Safe Kids Tulsa/St. Francis Hospital

Description: The Tulsa Safe Kids Coalition and St. Francis Hospital, as part of a statewide Child Passenger Safety (CPS) program, will promote CPS efforts directed toward the eastern half of the state, generally speaking, to provide CPS services such as car seat checkup events, discounted car seats to low income families, fitting stations, CPS training, and CPS public education. Safe Kids Tulsa will coordinate program activities with Safe Kids Oklahoma to ensure statewide program coverage.

Budget: $150,000 **Section:** 402

Project Number: OP-10-07-01-00
Project Name: Occupant Protection Program Area Management
Agency: OHSO

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

25% Chief, Plans and Programs
25% Program Manager

Travel and training will be included in the project for monitoring, workshops, and seminars. If necessary, funding will be provided for audits of sub-recipients to assure that Federal Funds are safeguarded from waste, fraud, and abuse.

Budget: $38,000.00 Section 402

Project Number: Multiple
Project Name: Community Law Enforcement Occupant Protection Programs
Agency: Bethany PD, Enid PD, Guthrie PD, Logan County SO, Purcell PD

Description: In an effort to increase seat belt use rates statewide, OHSO will provide funding to a number of select communities where seat belt use rates are below the statewide average. Law enforcement officers in those communities will enforce occupant protection laws and issue written contacts to violators. Seat belt checkpoints and seatbelt enforcement zones will be among the tactics used to increase belt use. 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 (see budget summary for list of communities selected).

Budget: See Budget Summary

Project Number: K4OP-10-04-01-00
Project Name: Occupant Protection PI&E
Agency: OHSO

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

Budget: $12,000.00 Section 406

Project Number: K4OP-10-05-01-00
Project Name: OU Occupant Protection Surveys
Agency: Oklahoma University

Description: The Institute of Public Affairs of the University of Oklahoma will conduct a statewide observational survey of safety belt usage in Oklahoma during Summer 2008. The design is a random probability sample based on population and average daily vehicle miles traveled (DMVT). The study will include a statewide multistage, area sample of roadway segments and local roadway intersections. In addition, The Institute of Public Affairs of the University of Oklahoma will conduct a statewide observational survey of child restraint devices at 100 locations around the State.

Budget: $52,000 Section 406

Project Number: K4OP-10-05-02-00
Project Name: OP Attitude Survey
Agency: OHSO

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

Budget: $10,000,00 Section 406

Occupant Protection: Budget Summary

Project Number					Project Name	Budget	Budget Source
OP-	10-	02-	01-	12	OK SafeKids	150,000.00	Section 402
OP-	10-	02-	02-	10	Tulsa Area SafeKids	150,000.00	Section 402
OP-	10-	07-	01-	00	Program Area Management	38,000.00	Section 402
OP-	10-	03-	01-	07	Bethany PD	25,220.00	Section 402
OP-	10-	03-	02-	06	Enid P D	65,500.00	Section 402
OP-	10-	03-	03-	07	Guthrie P D	24,000.00	Section 402
OP-	10-	03-	04-	01	Logan County SO	20,000.00	Section 402
OP-	10-	03-	05-	06	Purcell PD	20,000.00	Section 402
K4	10-	04-	01-	00	PI&E - IN-House Programs	12,000.00	Section 406
K4OP-	10-	05-	01-	00	Seat Belt & Child Restraint Surveys	52,000.00	Section 406
K4OP-	10-	05-	02-	00	Survey - Attitude	10,000.00	Section 406
402 Total						**492,720.00**	
406 Total						**74,000.00**	
Total All Funds						**566,720.00**	

POLICE TRAFFIC SERVICES PROBLEM IDENTIFICATION

The number of fatalities decreased 3.2% from 774 in 2004 to 749 in 2008.

The fatality rate per 100 M VMT decreased from 1.67% in 2004 to 1.61% in 2007.

The number of serious injuries decreased 10.3% from 18,359 in 2004 to 16,458 in 2008.

The number of fatalities involving drivers or motorcycle operations with .08+ BAC increased 8.4% from 225 in 2004 to 244 in 2008.

The number of unrestrained passenger vehicle occupant fatalities decreased 5.3% from 357 in 2004 to 338 in 2008.

The number of speed related fatalities decreased 29.8% from 315 in 2004 to 221 in 2008.

The number of motorcyclist fatalities increased 10.2% from 78 in 2004 to 86 in 2008.

The number of un-helmeted motorcyclist fatalities increased 3.3% from 61 in 2004 to 63 in 2008.

The number of drivers under age 21 in fatal crashes decreased 17.1% from 169 in 2004 to 140 in 2008.

The number of pedestrian fatalities increased 2.0% from 50 in 2004 to 51 in 2008.

POLICE TRAFFIC SERVICES GOAL

To reduce the number of speed related fatalities by 1% annually (221 in 2008 to 217 in 2010).

POLICE TRAFFIC SERVICES STRATEGIES

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

Support 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.

Support and require participation in National and State Mobilizations such as "Click it or Ticket," "Drunk Driving. Over the Limit. Under Arrest." and other national mobilizations and emphasis areas. All designated law enforcement agencies in the HSP are contractually required to participate in these mobilization events.

Provide incentives for non-contract law enforcement agencies in major mobilizations to encourage participation and reporting.

Support law enforcement and non-law enforcement efforts to address young driver issues.

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

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

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

Improve training of rural first responders in crash scene management and injury treatment.

Work with not-for-profit and law enforcement agencies to enhance the driving skills of younger drivers.

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

Police Traffic Services/ Speed Management Programs

Project Number: Multiple
Project Name: See Table
Agency: Multiple

Description:

Police Traffic Services projects are intended to address a variety of traffic safety issues at the local level. The law enforcement agencies listed in this section have identified a number of traffic collision problems within their jurisdictions and have proposed strategies to address them. These programs include the use of commissioned officers, working overtime shifts to target high collision areas and to focus their enforcement efforts on specific causation violations. STEP locations will be identified upon review of crash reports, arrest reports or citizen complaints and will be reviewed periodically for asset reallocation. **Each participating agency will be required to support NHTSA's goals and to support both major national mobilizations, including "Click It or Ticket" and the impaired driving crackdown, "Drunk Driving. Over the Limit. Under Arrest."** In addition to **sustained High Visibility Enforcement efforts**, these agencies will commit to an active Public Information and Educational component.

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

While all agencies identified as Police Traffic Services contracts will address speed management within their projects, nine communities have requested assistance with a defined speed management problem. Those communities are listed in the following chart and are identified as such. Their contracts will include the title of "Speed Management Program". Participation in our Speed Management Training program in FY 2009 was encouraging. We will be gauging agency interest in additional training resources during FY 2010 and will be evaluating the efforts of agencies attending last year's session.

Budget: See Budget Summary (end of this section)

Project Number: PT-10-03-29-03
Project Name: Statewide Law Enforcement Liaison Program
Agency: Oklahoma Highway Patrol

Description: The five (5) Law Enforcement Liaison Officers (LELs) will take an active role in assisting, coordinating, and conducting local law enforcement efforts and traffic safety initiatives, these officers will increase awareness, and promote public education of traffic safety issues. They will assist with the implementation of national priority crackdowns / mobilizations, including efforts to increase the use of seat belts and child passenger restraints, and to reduce impaired driving. LELs will solicit and encourage widespread local participation in activities such as public meetings, press events, checkpoints, saturation patrols, etc. These officers will required to participate in training necessary to increase their skills as law enforcement liaisons and traffic safety advocates, and will be expected to maintain their appropriate certifications. Personnel activity reports will reflect the appropriate level of program commitment as is required under 2 CFR SS 225, Appendix B, 8.h.

Budget:	$194,500	**Section**	402	PT-10-03-29-03
	$125,500		406	K4PT-10-03-05-01
	$ 30,000		410	K8-10-03-07-03

Project Number: K4PT-10-02-03-01
Project Title: Alive at 25
Agency: Oklahoma Safety Council

Description: The Oklahoma Safety Council will provide quarterly Alive at 25 instructor training to 20 participants during FY10. This community based program, targeting the 16 to 25 age group, will result in lowering the accidental death rate due to poor decision making including bad driving habits, drinking and driving, lack of seat belt use, and others. Costs associated with this project including teaching materials and student manuals.

Budget: $30,740 **Section:** 406

Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
PT-	10-	03-	01-	02	Ada PD	20,000.00	Section 402
PT-	10-	03-	02-	02	Atoka PD	24,000.00	Section 402
PT-	10-	03-	04-	09	Bixby PD	45,000.00	Section 402
PT-	10-	03-	05-	10	Broken Arrow PD	34,640.00	Section 402
PT-	10-	03-	06-	02	Calera PD	24,050.00	Section 402
PT-	10-	03-	07-	02	***Cimarron County SO****	18,000.00	Section 402
PT-	10-	03-	08-	03	Collinsville PD	20,000.00	Section 402
PT-	10-	03-	09-	01	Coweta PD	12,000.00	Section 402
PT-	10-	03-	10-	07	Durant P D	36,000.00	Section 402
PT-	10-	03-	11-	12	***Edmond PD****	65,000.00	Section 402
PT-	10-	03-	12-	07	El Reno PD	30,000.00	Section 402
PT-	10-	03-	14-	02	Eufaula PD	20,000.00	Section 402
PT-	10-	03-	15-	01	Grady County SO	15,000.00	Section 402
PT-	10-	03-	17-	02	Henryetta PD	15,000.00	Section 402
PT-	10-	03-	18-	02	Hugo PD	25,000.00	Section 402
PT-	10-	03-	19-	02	Idabel PD	15,000.00	Section 402
PT-	10-	03-	20-	07	Lawton PD	70,000.00	Section 402
PT-	10-	03-	22-	02	Madill PD	30,000.00	Section 402
PT-	10-	03-	23-	02	McAlester PD	30,000.00	Section 402
PT-	10-	03-	24-	07	***Midwest City PD****	75,000.00	Section 402
PT-	10-	03-	25-	00	Mobilization Incentives	48,000.00	Section 402
PT-	10-	03-	26-	05	***Moore P D****	65,600.00	Section 402
PT-	10-	03-	27-	01	***Nicoma Park PD****	14,645.00	Section 402
PT-	10-	03-	28-	02	Norman PD	50,000.00	Section 402
PT-	10-	03-	29-	03	OHP - LELs	194,500.00	Section 402
PT-	10-	03-	32-	05	Owasso P D	62,000.00	Section 402
PT-	10-	03-	33-	02	***Piedmont PD****	10,000.00	Section 402
PT-	10-	03-	34-	03	Ponca City PD	31,300.00	Section 402
PT-	10-	03-	36-	02	Sallisaw PD	20,000.00	Section 402
PT-	10-	03-	37-	07	***Sand Springs P D****	27,450.00	Section 402
PT-	10-	03-	38-	09	***Sapulpa P D****	56,000.00	Section 402
PT-	10-	03-	39-	02	Targeted LE Programs – Northeast	200,000.00	Section 402
PT-	10-	03-	40-	01	***Union City PD****	12,000.00	Section 402
PT-	10-	03-	41-	02	Wilburton PD	14,650.00	Section 402
PT-	10-	03-	42-	02	Yukon PD	33,000.00	Section 402
PT-	10-	04-	01-	00	PI&E - IN-House Programs	10,000.00	Section 402
PT-	10-	04-	02-	04	OK.GOV Website	10,000.00	Section 402
PT-	10-	07-	01-	00	Program Area Management	382,300.00	Section 402
K4-	10-	04-	02-	06	Okla University - Conf Planning	60,000.00	Section 406

Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
K4PT-	10-	02-	03-	01	Oklahoma Safety Council	30,740.00	Section 406
K4PT-	10-	03-	01-	02	Calera PD	13,500.00	Section 406
K4PT-	10-	03-	02-	02	Norman PD	10,500.00	Section 406
K4PT-	10-	03-	04-	03	OHP - LELs	128,500.00	Section 406
K4PT-	10-	03-	05-	01	Broken Arrow - Safe Communities	5,000.00	Section 406
K4PT-	10-	03-	07-	00	LE Equipment Purchases	10,000.00	Section 406
K8-	10-	03-	03-	02	Norman PD	20,000.00	Section 410
K8-	10-	03-	07-	03	OHP - LELs	30,000.00	Section 410
402 Total						**1,865,135.00**	
406 Total						**258,240.00**	
410 Total						**50,000.00**	
Total All Funds						**2,173,375.00**	

****Denotes programs with emphasis on speed management***

Any equipment purchased under PTS programs meeting or exceeding $5,000.00 will be included and justification provided in the equipment request summary on page 73.

TRAFFIC RECORDS

TRAFFIC RECORDS PROBLEM IDENTIFICATION

A great deal of success has been made in recent years in improving the timeliness and accuracy of collision and citation data. FY 2009 improvements include:

44% of conviction data is posted to Driver History files for all convictions in Oklahoma within 20 days of conviction (as of 05/31/2009). Currently, 23% of CDL conviction data is available within 10 days of conviction, 54% of CDL convictions are available within 20 days.

Data entry of all crash records by the Department of Public Safety is accomplished within 30 days of receipt. OHP crashes currently entered in 3 days of receipt, 88% of CMV crashes entered within 1 week of receipt, 88% of fatal crashes entered within 3 days of receipt. Generally, local non-fatal, non-CMV crashes are entered within 5 months of occurrence. While we believe our accomplishments to date demonstrate significant improvements in the processes, we are continuing our efforts to improve timeliness and accuracy of crash and citation data through the projects described in this section.

TRAFFIC RECORDS BENCHMARKS

Provide significant improvements in the timeliness and accuracy of OHP crash records by deploying TracS on a statewide basis by September 2010.

Develop and deploy e-citation system for use by OHP troopers on a statewide basis by September 2010.

Develop and beta test, with at least 6 local agencies, an Internet based crash reporting system by April 2010.

Improve the capabilities of crash data users by releasing an improved version of the ODOT's SAFE-T crash analysis software by June 2010.

TRAFFIC RECORDS STRATEGIES

(as established by the Oklahoma Traffic Records Coordinating Committee)

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

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

Improve methods for electronic data transfers of convictions between state and municipal courts and DPS (September 2005 – December 2009)
Continue to collaborate and facilitate the sharing of appropriate healthcare information among multi-agency partners (January 2005 – December 2009)

Traffic Records Improvement Projects

Project Number: K9-10-02-01-04
Project Title: OSDH Rural EMS Data Improvement Project
Agency: Oklahoma State Health Department

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

Budget: $35,000 **Section:** 408

Project Number: K9-10-06-01-03
Project Title: State Data Linkage Project
Agency: Oklahoma State Health Department

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.

Budget: $100,000 **Section:** 408

Project Number: K9-10-06-04-07
Project Title: OU Crash Reporting & Analysis
Agency: University of Oklahoma

Description: This project will continue the partnership between the OHSO, ODOT and the University of Oklahoma ITS Lab for the continued enhancement of a user-friendly interactive software package for reporting and analyzing roadway data. The program is also a tool for making recommendations and predicting probability of various construction and highway enhancement projects. The product includes a self-installing package for local officials statewide to perform sophisticated crash analysis on their own, thereby eliminating the current dependency on ODOT for those tasks. FY2010 enhancements will include improved analysis and reporting capabilities for locals, expanded mapping abilities, "Best Time to Enforce" assessment tools for the OHP, and capability to automatically generate property damage reports for ODOT and local agencies.

Budget: $55,000 **Section:** 408

Project Number: K9-10-06-06-04
Project Name: TraCS Development / User Fees
Agency: Iowa Department of Transportation
Description: To provide technical expertise and assistance to DPS to automate the State's traffic records system by automating many of the processes by which data is collected, processed and maintained, specifically those related to the implementation of a Mobile Data Collection Pilot Program (TraCS). The TraCS Development Team will assist in the development of a new system for collecting electronic traffic records data: (1) Creating a system where data from newly created forms can be manually entered at a central location; (2) Develop a system on a laptop computer suitable for law enforcement field work; (3) Demonstrate the download of data from the laptop via hard wire and wireless connections; and (4) Collaborate in all areas of expertise as required to develop and support the implementation of the State's Mobile Data Collection System (TraCS).

Budget: $35,000 **Section:** 408

Project Numbers: K4TR-10-06-01-02 K9-10-06-03-02
K9-10-06-02-03 K9-10-06-05-04

Project Title: DPS TraCS
Agency: Oklahoma Dept of Public Safety
Description: This multifaceted project involves the continued implementation and enhancement of the Traffic and Criminal Software (TraCS) mobile data collection system. These several contracts will provide: technical support training and equipment for improving Oklahoma traffic records and on-line crash reporting systems; hiring personnel to provide extended services and support; providing continued training and equipment for those using the TraCS system; expenses paid to the Iowa Department of Transportation for maintenance and technical support for the National Model TraCS Program.

Budget: $562,260 **Section**: 406
$285,000 **Section:** 408

Project Number: K9-10-06-05-04
Project Title: OU Software Development & Integration Project
Agency: University of Oklahoma

Description: This project will allow for the University of Oklahoma School of Electrical & Computer Engineering to provide technical expertise and assistance to the Department of Public Safety (DPS) to improve the State's traffic records system by automating many of the processes by which data is collected, processed and maintained – specifically those related to the implementation of a Mobile Data Collection System (TraCS). The University of Oklahoma TraCS Development Team, in collaboration with DPS, will assist in the development and implementation of a new system(s) for collecting and processing electronic data, including the integration of existing Federal, state and local systems.

Budget: $150,000 **Section**: 408

Project Number: TR-10-07-01-00
Project Name: Traffic Records Program Area Management
Agency: OHSO

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

100%	Data Analyst
50%	Program Manager

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

Budget: $105,900.00 **Section:** 402

Project Number: **DTNH22-07-H-00134**
Project Name: Fatal Analysis Reporting System (FARS)
Agency: OHSO

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

Budget: $83,449.29 NHTSA Cooperative Agreement

Traffic Records Budget Summary

Project Number					Project Name	Budget	Budget Source
TR-	10-	07-	01-	00	Program Area Management	105,900.00	Section 402
K4TR-	10-	06-	01-	02	DPS TracS Training/Equipment	562,260.00	Section 406
K9-	10-	02-	01-	04	Okla State Dept of Health - NEMSIS - EMS Data	35,000.00	Section 408
K9-	10-	06-	01-	03	Dept of Health - State Data Linkage Project	100,000.00	Section 408
K9-	10-	06-	02-	03	DPS TraCS/Traffic Records Support (Info Sys)	125,000.00	Section 408
K9-	10-	06-	03-	02	DPS - TraCS Computer Equipment	125,000.00	Section 408
K9-	10-	06-	04-	07	OU Crash Reporting	55,000.00	Section 408
K9-	10-	06-	05-	04	OU Software Development & Integration	150,000.00	Section 408
K9-	10-	06-	06-	04	TraCS Support Fees - Iowa	35,000.00	Section 408
K9-	10-	06-	07-	00	OU Conf Planners - Traffic Records Assessment	30,000.00	Section 408
DTNH22-07-H-00134					FARS	83,449.29	Coop Agreement
402 Total						**105,900.00**	
406 Total						**562,260.00**	
408 Total						**655,000.00**	
NHTSA Cooperative Agreement						**83,449.29**	
Total All Funds						**1,406,609.29**	

RAILROAD SAFETY PROBLEM IDENTIFICATION

From 2003 through 2007, there were 41 fatalities caused by grade crossing collisions; averaging just over 8 per year.

RAILROAD SAFETY OBJECTIVE

To reduce the number of fatalities resulting from motor vehicle crashes at rail grade crossings by 10% (from 15 in 2006 to 14 in 2010).

RAILROAD SAFETY STRATEGIES

Support Operation Lifesaver with railroad safety education classes.

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

Train additional presenters for making Railway Safety presentations.

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

Railroad Safety Projects

Project Number: K4RH-10-02-02-06

Project Title: Operation Lifesaver Railroad Safety Program

Agency: Oklahoma Operation Lifesaver

Description:
Oklahoma Operation Lifesaver will conduct activities designed to promote passenger vehicle and pedestrian safety at railroad grade crossings statewide. The activities will include conducting training classes for presenters, teaching GCCI (Grade Crossing Collision Investigation) to law enforcement, making railroad safety presentations statewide to a variety of groups, and working with local communities to improve rail grade crossing safety. Operation Lifesaver will use paid media as well as earned media to promote its' safety program.

Budget: $30,000 **Section:** 406

Railroad/Highway Crossings: Budget Summary

Project Number					Project Name	Budget	Budget Source
K4RH-	10-	02-	02-	06	OK Operation Lifesavers	30,000.00	Section 406
406 Total						**30,000.00**	
Total All Funds						**30,000.00**	

EMERGENCY MEDICAL SERVICES PROBLEM IDENTIFICATION

Recent studies have indicated that rural areas of our state suffer from the inability to provide proper training and recertification to first responders regarding motor vehicle related trauma.

EMERGENCY MEDICAL SERVICES OBJECTIVE

To improve medical outcomes from motor vehicle collisions by training 300 medics and first responders in motor vehicle trauma care.

EMS Projects

Project Number: PT-10-02-01-01
Project Title: EMT Rural Training
Agency: EMSA - Tulsa

Description: EMSA Tulsa will create and launch two (2) web-based training modules specifically designed for First Responders and EMS providers in an effort to better serve rural areas of the state and reduce the number of MVC deaths due to improper care. The first module will focus on trauma triage, in which participants will better learn to evaluate a patient at the crash scene. The second module will focus on airway management to provide optimal care en route to the appropriate ER. Both modules will utilize the most current EMS protocols and EMSA's extensive data resources to create the most realistic scenarios possible. The modules will be certified for continuing education credits and will be available at no cost to the participant through the institute's website.

Budget: $18,113.00 **Section:** 402

Emergency Medical Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
EM	10-	02-	01-	01	EMSA - Tulsa	18,113.00	Section 402
402 Total						**18,113.00**	
410 Total						**0.00**	
Total All Funds						**18,113.00**	

OHSO PAID MEDIA

Project Number: K4PM-10-02-01-04
K8PM-10-02-01-04
Project Name: Statewide Traffic Safety Marketing Campaign
Agency: Brothers and Company

DESCRIPTION:

This project will develop and produce a marketing strategy to reduce the occurrence of impaired driving violations in Oklahoma. Through an advertising agency, appropriate media spots such as radio, television, and billboard will be produced. A portion of the project funds will be used to buy airtime and leverage additional donated airplay. The selected agency will also be responsible for creation and production of 2Much2 Lose (2M2L) marketing materials.

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

The contractor will be required to provide supporting documentation to establish an approach to implementing the impaired driving campaign. Supporting documentation will include market analysis, demographic assessment, and any other measuring tools used to determine the most effective marketing approach to satisfy the requirements of the RFP, and meet the requirements of NHTSA Grant Funding Policies.

The contractor also will be required to provide the OHSO with the number of paid airings devoted to each announcement, and the estimated size of audience based on Arbitron or Nielsen ratings. In addition, a more extensive assessment to measure target audience reaction will be created by contractor. Acceptable evaluation standards include, but are not limited to, mail surveys, telephone surveys, focus groups, mall intercept interviews, direct mailings, call-in centers, newspaper polls, household interviews, the before and after approach and the control region approach.

Section 410 funds will be used to support impaired driving programs such as the "Drunk Driving, Over The Limit, Under Arrest" mobilization. Section 406 funds will be used to support occupant protection programs, including the Click It or Ticket campaign.

Budget:	$300,000	Section: 410
	$100,000	Section: 406

Project Number: Multiple: See Paid Advertising Budget Summary (below)
Project Name: OHSO Sports Marketing Program
Agency: OHSO

DESCRIPTION:

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

Budget: $278,100.00 Section 410

Paid Advertising: Budget Summary

Project Number					Project Name	Budget	Budget Source
K4PM-	10-	02-	01-	04	Media - Brother & Co	100,000.00	Section 406
K8PM-	10-	02-	01-	04	Brothers & Co.	300,000.00	Section 410
K8PM-	10-	04-	02-	00E	Learfield - OU	170,600.00	Section 410
K8PM-	10-	04-	02-	00A	Learfield - OSU	71,000.00	Section 410
K8PM-	10-	04-	02-	00D	Learfield - Tulsa Golden Hurricane	16,500.00	Section 410
K8PM-	10-	04-	02-	00F	Redhawks	7,500.00	Section 410
K8PM-	10-	04-	02-	00K	PBR	12,500.00	Section 410
406 Total						**100,000.00**	
410 Total						**578,100.00**	
Total All Funds						**678,100.00**	

CERTIFICATIONS AND ASSURANCES

CERTIFICATIONS AND ASSURANCES

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

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

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

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

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

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

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

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

b) Establishing a drug-free awareness program to inform employees about:

1) The dangers of drug abuse in the workplace.

2) The grantee's policy of maintaining a drug-free workplace.

3) Any available drug counseling, rehabilitation, and employee assistance programs.

4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

1) Abide by the terms of the statement.

2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted --

1) Taking appropriate personnel action against such an employee, up to and including termination.

2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

BUY AMERICA ACT

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

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more

than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment

under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

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

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

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

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

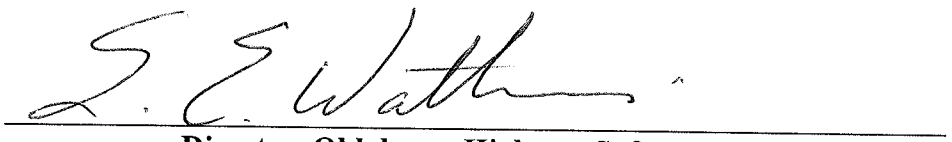
Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 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).



Director, Oklahoma Highway Safety Office

9/10/09

Date

STATE SEAT BELT SURVEY CERTIFICATION FORM

State: Oklahoma
State Seat Belt Use Rate: 84.2 %

Survey Year: 2009
Standard Error: 1.9 %

Part A: Certification

I hereby certify that

- The reported seat belt use rate is based on a survey whose design was approved by NHTSA, in writing, as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.
- The survey design has remained unchanged since the survey was approved.
- The survey samples all passenger motor vehicles (including passenger cars, pickup trucks, vans, minivans and sport utility vehicles with a gross vehicle weight rating of less than 10,000 pounds), measures seat belt use by all front outboard occupants in the sampled vehicles, and counts seat belt use completely within the calendar year for which the seat belt use rate is reported.
- The individual named on the next page is a qualified Statistician and has reviewed and approved the seat belt use rate and standard error reported above.

Kevin L. Ward

Governor's Highway Safety Representative

Date: 8-17-09

APPENDIX

FY 2010 EQUIPMENT LIST

	Agency	Contract Number	Page #	Item	Number	Amount	Total	Fund Source
1	Calera PD	PT-10-03-06-02	47	Digital In-car Video	2	$5,000.00	$10,000.00	402
2	Kay County SO	K8-10-03-02-02	32	Digital In-car Video	2	$5,000.00	$10,000.00	402
3	Owasso PD	PT-10-03-32-05	47	Digital In-car Video	2	$6,000.00	$12,000.00	402
4	Edmond PD	K6-10-03-01-04	40	5th Wheel Trailer	1	$50,000.00	$50,000.00	2010
5	"	"	"	Towing Vehicle	1	$30,000.00	$30,000.00	2010
6	"	"	"	Demonstration motorcycle	2	$10,000.00	$20,000.00	2010
7	El Reno PD	PT-10-03-12-07	47	Police Equipped Motorcycle	1	$20,000.00	$20,000.00	402
8	State Board of Tests	K8-10-06-01-01	36	Intoxilyzer 8000's	20	$ 8,000.00	$16,000.00	410

EQUIPMENT JUSTIFICATION

Items 1,2,3: Digital in-car video systems will be integral to overtime enforcement programs to assist law enforcement agencies in detecting, documenting and assisting in the prosecution of impaired driving and other traffic related violations. (NOTE: the difference in cost for item 3 may be due to specific bid processes ie State bid vs city bid, etc.)

Items 4,5,6: A mobile class room trailer (5^{th} wheel) will be purchased to set up remote classrooms for the Training phase or *motorcyclist safety training*. It will also be utilized to some extent for materials transport and an information booth during the *Awareness phase* of the program. A towing vehicle will be purchased for the program to transport the mobile classroom or trailer to various locations across the State. Two demonstration motorcycles will be purchased to conduct the Training phase or *motorcyclist safety training.*

Item 7: A fully equipped police motorcycle will be used for the sole purpose of detecting and apprehending traffic violators. This motorcycle will serve as a companion and project enhancement to the one existing El Reno PD motorcycle. The OHSO share will not exceed $20,000.00

Item 8: BAC testing instruments will be placed in each of the top twenty highest-use locations where holding facilities are available. These are additional instruments and will allow for more comprehensive statewide placement, and thus enabling more efficient and effective prosecution and adjudication of impaired drivers.

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

Highway Safety Plan Cost Summary

2010-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-2010-07-01-00	Planning & Administration	$.00	$312,000.00	$.00	$312,000.00	$312,000.00	$.00
Planning and Administration Total			**$.00**	**$312,000.00**	**$.00**	**$312,000.00**	**$312,000.00**	**$.00**
Alcohol								
	AL-2010-02-01-13	Community Serv Council - CRASHs Court	$.00	$.00	$.00	$80,500.00	$80,500.00	$80,500.00
	AL-2010-02-02-07	District Attorney's Council	$.00	$.00	$.00	$140,000.00	$140,000.00	$140,000.00
	AL-2010-02-03-10	Norman PD - DRE	$.00	$.00	$.00	$35,000.00	$35,000.00	$35,000.00
	AL-2010-02-04-09	Okla Assoc of Chiefs of Police	$.00	$.00	$.00	$76,441.00	$76,441.00	$76,441.00
	AL-2010-03-01-04	Shawnee PD	$.00	$.00	$.00	$35,000.00	$35,000.00	$35,000.00
	AL-2010-03-02-01	OU PD	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
	AL-2010-07-01-00	Program Area Management	$.00	$.00	$.00	$20,200.00	$20,200.00	$.00
Alcohol Total			**$.00**	**$.00**	**$.00**	**$397,141.00**	**$397,141.00**	**$366,941.00**
Emergency Medical Services								
	EM-2010-02-01-01	EMSA - Tulsa	$.00	$.00	$.00	$18,113.00	$18,113.00	$.00
Emergency Medical Services Total			***$.00***	***$.00***	***$.00***	***$18,113.00***	***$18,113.00***	***$.00***

Occupant Protection

OP-2010-02-01-12	OK SafeKids	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
OP-2010-02-02-10	Tulsa Area SafeKids	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
OP-2010-03-01-07	Bethany PD	$.00	$.00	$.00	$25,220.00	$25,220.00	$25,220.00
OP-2010-03-02-06	Enid PD	$.00	$.00	$.00	$65,500.00	$65,500.00	$65,500.00
OP-2010-03-03-07	Guthrie PD	$.00	$.00	$.00	$24,000.00	$24,000.00	$24,000.00
OP-2010-03-04-01	Logan County SO	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
OP-2010-03-05-06	Purcell PD	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
OP-2010-07-01-00	Program Area Management	$.00	$.00	$.00	$38,000.00	$38,000.00	$.00
Occupant Protection Total		**$.00**	**$.00**	**$.00**	**$492,720.00**	**$492,720.00**	**$154,720.00**

Police Traffic Services

PT-2010-02-01-01	EMSA - Tulsa	$.00	$.00	$.00	$18,113.00	$18,113.00	$.00
PT-2010-03-01-02	Ada PD	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
PT-2010-03-02-02	Atoka PD	$.00	$.00	$.00	$24,000.00	$24,000.00	$24,000.00
PT-2010-03-04-09	Bixby PD	$.00	$.00	$.00	$45,000.00	$45,000.00	$45,000.00
PT-2010-03-05-10	Broken Arrow PD	$.00	$.00	$.00	$34,640.00	$34,640.00	$34,640.00
PT-2010-03-06-02	Calera PD	$.00	$.00	$.00	$24,050.00	$24,050.00	$24,050.00
PT-2010-03-07-02	Cimarron County SO	$.00	$.00	$.00	$18,000.00	$18,000.00	$18,000.00
PT-2010-03-08-03	Collinsville PD	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
PT-2010-03-09-01	Coweta PD	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
PT-2010-03-10-07	Durant PD	$.00	$.00	$.00	$36,000.00	$36,000.00	$36,000.00
PT-2010-03-11-12	Edmond PD	$.00	$.00	$.00	$65,000.00	$65,000.00	$65,000.00
PT-2010-03-12-07	El Reno PD	$.00	$.00	$.00	$30,000.00	$30,000.00	$30,000.00
PT-2010-03-14-02	Eufaula PD	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
PT-2010-03-15-01	Grady County SO	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
PT-2010-03-17-02	Henryetta PD	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
PT-2010-03-18-02	Hugo PD	$.00	$.00	$.00	$25,000.00	$25,000.00	$25,000.00
PT-2010-03-19-02	Idabel PD	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
PT-2010-03-20-07	Lawton PD	$.00	$.00	$.00	$70,000.00	$70,000.00	$70,000.00
PT-2010-03-22-02	Madill PD	$.00	$.00	$.00	$30,000.00	$30,000.00	$30,000.00
PT-2010-03-23-02	McAlester PD	$.00	$.00	$.00	$30,000.00	$30,000.00	$30,000.00
PT-2010-03-24-07	Midwest City PD	$.00	$.00	$.00	$75,000.00	$75,000.00	$75,000.00
PT-2010-03-25-00	Mobilization Incentive	$.00	$.00	$.00	$48,000.00	$48,000.00	$48,000.00

PT-2010-03-26-05	Moore PD	$.00	$.00	$.00	$65,600.00	$65,600.00	$65,600.00
PT-2010-03-27-01	Nicoma Park PD	$.00	$.00	$.00	$14,645.00	$14,645.00	$14,645.00
PT-2010-03-28-02	Norman PD	$.00	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
PT-2010-03-29-03	OHP - LELs	$.00	$.00	$.00	$194,500.00	$194,500.00	$.00
PT-2010-03-30-07	Oklahoma County SO	$.00	$.00	$.00	$67,000.00	$67,000.00	$67,000.00
PT-2010-03-32-05	Owasso PD	$.00	$.00	$.00	$62,000.00	$62,000.00	$62,000.00
PT-2010-03-33-02	Piedmont PD	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
PT-2010-03-34-03	Ponca City PD	$.00	$.00	$.00	$31,300.00	$31,300.00	$31,300.00
PT-2010-03-36-02	Sallisaw PD	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
PT-2010-03-37-07	Sand Springs PD	$.00	$.00	$.00	$27,450.00	$27,450.00	$27,450.00
PT-2010-03-38-09	Sapulpa PD	$.00	$.00	$.00	$56,000.00	$56,000.00	$56,000.00
PT-2010-03-39-02	Targeted LE Prog. - Northeast	$.00	$.00	$.00	$200,000.00	$200,000.00	$200,000.00
PT-2010-03-40-01	Union City PD	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
PT-2010-03-41-02	Wilburton PD	$.00	$.00	$.00	$14,650.00	$14,650.00	$14,650.00
PT-2010-03-42-02	Yukon PD	$.00	$.00	$.00	$33,000.00	$33,000.00	$33,000.00
PT-2010-03-99-00	State Match	$.00	$985,000.00	$.00	$.00	$.00	$.00
PT-2010-04-01-00	PI&E - In - House Programs	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
PT-2010-04-02-04	OK.GOV Website	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
PT-2010-07-01-00	Program Area Management	$.00	$.00	$.00	$372,300.00	$372,300.00	$.00
Police Traffic Services Total		**$.00**	**$985,000.00**	**$.00**	**$1,940,248.00**	**$1,940,248.00**	**$1,335,335.00**
Traffic Records							
TR-2010-07-01-00	Program Area Management	$.00	$.00	$.00	$105,900.00	$105,900.00	$.00
Traffic Records Total		**$.00**	**$.00**	**$.00**	**$105,900.00**	**$105,900.00**	**$.00**
NHTSA 402 Total		**$.00**	**$1,297,000.00**	**$.00**	**$3,238,009.00**	**$3,238,009.00**	**$1,846,996.00**
NHTSA 406							
K4-2010-04-01-00	PI&E - In - House Programs	$.00	$.00	$.00	$12,000.00	$12,000.00	$.00
K4-2010-04-02-06	Okla Univ - Conf Planning	$.00	$.00	$.00	$60,000.00	$60,000.00	$.00
406 Safety Belts Incentive Total		**$.00**	**$.00**	**$.00**	**$72,000.00**	**$72,000.00**	**$.00**
406 Safety Belts Paid Media							
K4PM-2010-02-01-04		$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
406 Safety Belts Paid Media Total		**$.00**	**$.00**	**$.00**	**$100,000.00**	**$100,000.00**	**$.00**

406 Occupant Protection							
K4OP-2010-05-01-00	Seat Belt & Child Restraint Surveys	$.00	$.00	$.00	$52,000.00	$52,000.00	$.00
K4OP-2010-05-02-00	Survey - Attitude	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
406 Occupant Protection Total		**$.00**	**$.00**	**$.00**	**$62,000.00**	**$62,000.00**	**$.00**
406 Police Traffic Services							
K4PT-2010-02-03-01	Oklahoma Safety Council	$.00	$.00	$.00	$30,740.00	$30,740.00	$.00
K4PT-2010-03-01-02	Calera PD	$.00	$.00	$.00	$13,500.00	$13,500.00	$.00
K4PT-2010-03-02-02	Norman PD	$.00	$.00	$.00	$10,500.00	$10,500.00	$.00
K4PT-2010-03-04-03	OHP - LELs	$.00	$.00	$.00	$128,500.00	$128,500.00	$.00
K4PT-2010-03-05-01	Sapulpa PD - Safe Communities	$.00	$.00	$.00	$5,000.00	$5,000.00	$.00
K4PT-2010-03-06-02	OSU PD	$.00	$.00	$.00	$30,500.00	$30,500.00	$.00
K4PT-2010-03-07-00	LE Equipment Purchases	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
406 Police Traffic Services Total		**$.00**	**$.00**	**$.00**	**$228,740.00**	**$228,740.00**	**$.00**
406 Traffic Records							
K4TR-2010-06-01-02	DPS TraCS Training/Equipment	$.00	$.00	$.00	$562,260.00	$562,260.00	$.00
406 Traffic Records Total		**$.00**	**$.00**	**$.00**	**$562,260.00**	**$562,260.00**	**$.00**
406 Railroad/Highway Crossings							
K4RH-2010-02-02-06	OK Operation Lifesavers	$.00	$.00	$.00	$30,000.00	$30,000.00	$.00
406 Railroad/Highway Crossings Total		**$.00**	**$.00**	**$.00**	**$30,000.00**	**$30,000.00**	**$.00**
NHTSA 406 Total		**$.00**	**$.00**	**$.00**	**$1,055,000.00**	**$1,055,000.00**	**$.00**
408 Data Program SAFETEA-LU							
K9-2010-02-01-04	Dept of Health - NEMSIS - EMS Data	$.00	$.00	$.00	$35,000.00	$35,000.00	$.00
K9-2010-03-99-00	State Match	$.00	$163,750.00	$.00	$.00	$.00	$.00
K9-2010-06-01-03	Dept of Health - State Data Linkage Proj	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
K9-2010-06-02-03	DPS TraCS/Traffic Records Support	$.00	$.00	$.00	$125,000.00	$125,000.00	$.00
K9-2010-06-03-02	DPS - TraCS Computer Equipment	$.00	$.00	$.00	$125,000.00	$125,000.00	$.00
K9-2010-06-04-07	OU Crash Reporting	$.00	$.00	$.00	$55,000.00	$55,000.00	$.00
K9-2010-06-05-04	OU Software Development & Integration	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
K9-2010-06-06-04	TraCS Support Fees - Iowa	$.00	$.00	$.00	$35,000.00	$35,000.00	$.00

K9-2010-06-07-00	OU Conf Planners - TR Assessment	$.00	$.00	$.00	$30,000.00	$30,000.00	$.00
408 Data Program Incentive Total		**$.00**	**$163,750.00**	**$.00**	**$655,000.00**	**$655,000.00**	**$.00**
408 Data Program SAFETEA-LU Total		**$.00**	**$163,750.00**	**$.00**	**$655,000.00**	**$655,000.00**	**$.00**
410 Alcohol SAFETEA-LU							
K8-2010-02-01-01	MADD - Tulsa	$.00	$.00	$.00	$45,000.00	$45,000.00	$.00
K8-2010-02-02-01	OU - SJE	$.00	$.00	$.00	$75,052.00	$75,052.00	$.00
K8-2010-03-01-01	Drumright PD	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00
K8-2010-03-02-02	Kay County SO	$.00	$.00	$.00	$55,000.00	$55,000.00	$.00
K8-2010-03-03-02	Norman PD	$.00	$.00	$.00	$20,000.00	$20,000.00	$.00
K8-2010-03-04-03	Oklahoma City PD	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
K8-2010-03-05-03	Oklahoma County SO	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
K8-2010-03-06-04	OHP	$.00	$.00	$.00	$759,425.00	$759,425.00	$.00
K8-2010-03-07-03	OHP - LELs	$.00	$.00	$.00	$30,000.00	$30,000.00	$.00
K8-2010-03-08-02	OSU PD	$.00	$.00	$.00	$30,500.00	$30,500.00	$.00
K8-2010-03-09-03	Tulsa County SO	$.00	$.00	$.00	$90,000.00	$90,000.00	$.00
K8-2010-03-10-03	Tulsa PD	$.00	$.00	$.00	$90,000.00	$90,000.00	$.00
K8-2010-03-99-00	State Match	$.00	$2,388,000.00	$.00	$.00	$.00	$.00
K8-2010-04-01-00	PI&E - In - House Programs	$.00	$.00	$.00	$88,000.00	$88,000.00	$.00
K8-2010-05-01-00	Survey - Attitude	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
K8-2010-05-02-02	OSBI	$.00	$.00	$.00	$71,073.00	$71,073.00	$.00
K8-2010-06-01-01	Board of Test	$.00	$.00	$.00	$160,000.00	$160,000.00	$.00
K8-2010-07-01-00	Program Area Management	$.00	$.00	$.00	$70,850.00	$70,850.00	$.00
410 Alcohol SAFETEA-LU Total		**$.00**	**$2,388,000.00**	**$.00**	**$1,809,900.00**	**$1,809,900.00**	**$.00**
410 Alcohol SAFETEA-LU Paid Media							
K8PM-2010-02-01-04	Media - Brothers & Company	$.00	$.00	$.00	$300,000.00	$300,000.00	$.00
K8PM-2010-04-02-00	Sports Marketing	$.00	$.00	$.00	$278,100.00	$278,100.00	$.00
410 Alcohol SAFETEA-LU Paid Media Total		**$.00**	**$.00**	**$.00**	**$578,100.00**	**$578,100.00**	**$.00**
410 Alcohol SAFETEA-LU Total		**$.00**	**$2,388,000.00**	**$.00**	**$2,388,000.00**	**$2,388,000.00**	**$.00**

2010 Motorcycle Safety							
K6-2010-03-01-04	Edmond PD	$.00	$.00	$.00	$200,180.00	$200,180.00	$.00
2010 Motorcycle Safety Incentive Total		**$.00**	**$.00**	**$.00**	**$200,180.00**	**$200,180.00**	**$.00**
2010 Motorcycle Safety Total		**$.00**	**$.00**	**$.00**	**$200,180.00**	**$200,180.00**	**$.00**
NHTSA Total		**$.00**	**$3,848,750.00**	**$.00**	**$7,546,189.00**	**$7,546,189.00**	**$1,856,996.00**
Total		**$.00**	**$3,848,750.00**	**$.00**	**$7,546,189.00**	**$7,546,189.00**	**$1,856,996.00**

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

HSP Match Review

2010-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-2010-07-01-00	$312,000.00	$312,000.00 50%	$312,000.00	$.00	$.00 0%	$312,000.00 50%	$312,000.00 100%
Planning and Administration Total		**$312,000.00**	**$312,000.00 50%**	**$312,000.00**	**$.00**	**$.00 0%**	**$312,000.00 50%**	**$312,000.00 100%**
Alcohol								
	AL-2010-02-03-10	$35,000.00	$.00 0%	$35,000.00	$.00	$35,000.00 100%		
	AL-2010-02-01-13	$80,500.00	$.00 0%	$80,500.00	$.00	$80,500.00 100%		
	AL-2010-02-02-07	$140,000.00	$.00 0%	$70,000.00	$70,000.00	$140,000.00 100%		
	AL-2010-02-04-09	$76,441.00	$.00 0%	$70,000.00	$6,441.00	$76,441.00 100%		
	AL-2010-03-01-04	$35,000.00	$.00 0%	$35,000.00	$.00	$35,000.00 100%		
	AL-2010-03-02-01	$10,000.00	$.00 0%	$5,000.00	$5,000.00	$.00 0%		
	AL-2010-07-01-00	$20,200.00	$.00 0%	$10,100.00	$10,100.00	$.00 0%		
	Alcohol Total	**$397,141.00**	**$.00 0%**	**$305,600.00**	**$91,541.00**	**$366,941.00 92%**		
Emergency Medical Services								
	EM-2010-02-01-01	$18,113.00	$.00	$18,113.00	$.00	$.00		
	Emergency Medical Services Total	***$18,113.00***	***$.00 0%***	***$18,113.00***	***$.00***	***$.00 0%***		

Occupant Protection

OP-2010-03-01-07	$25,220.00	$.00 0%	$25,220.00	$.00	$25,220.00 100%
OP-2010-03-02-06	$65,500.00	$.00 0%	$30,000.00	$35,500.00	$65,500.00 100%
OP-2010-03-03-07	$24,000.00	$.00 0%	$24,000.00	$.00	$24,000.00 100%
OP-2010-02-01-12	$150,000.00	$.00 0%	$150,000.00	$.00	$.00 0%
OP-2010-03-05-06	$20,000.00	$.00 0%	$10,000.00	$10,000.00	$20,000.00 100%
OP-2010-07-01-00	$38,000.00	$.00 0%	$30,000.00	$8,000.00	$.00 0%
OP-2010-02-02-10	$150,000.00	$.00 0%	$70,000.00	$80,000.00	$.00 0%
OP-2010-03-04-01	$20,000.00	$.00 0%	$20,000.00	$.00	$20,000.00 100%
Occupant Protection Total	**$492,720.00**	**$.00 0%**	**$359,220.00**	**$133,500.00**	**$154,720.00 31%**

Police Traffic Services

PT-2010-03-12-07	$30,000.00	$.00 0%	$15,000.00	$15,000.00	$30,000.00 100%
PT-2010-03-11-12	$65,000.00	$.00 0%	$35,000.00	$30,000.00	$65,000.00 100%
PT-2010-03-10-07	$36,000.00	$.00 0%	$15,000.00	$21,000.00	$36,000.00 100%
PT-2010-03-09-01	$12,000.00	$.000%	$12,000.00	$.00	$12,000.00100%
PT-2010-03-08-03	$20,000.00	$.00 0%	$15,000.00	$5,000.00	$20,000.00 100%
PT-2010-03-07-02	$18,000.00	$.00 0%	$18,000.00	$.00	$18,000.00 100%

PT-2010-03-06-02	$24,050.00	$.00 0%	$12,050.00	$12,000.00	$24,050.00 100%
PT-2010-03-05-10	$34,640.00	$.00 0%	$15,000.00	$19,640.00	$34,640.00 100%
PT-2010-03-04-09	$45,000.00	$.00 0%	$45,000.00	$.00	$45,000.00 100%
PT-2010-03-02-02	$24,000.00	$.00 0%	$12,000.00	$12,000.00	$24,000.00 100%
PT-2010-03-01-02	$20,000.00	$.00 0%	$10,000.00	$10,000.00	$20,000.00 100%
PT-2010-03-14-02	$20,000.00	$.00 0%	$15,000.00	$5,000.00	$20,000.00 100%
PT-2010-03-38-09	$56,000.00	$.00 0%	$56,000.00	$.00	$56,000.00 100%
PT-2010-03-37-07	$27,450.00	$.00 0%	$27,450.00	$.00	$27,450.00 100%
PT-2010-03-36-02	$20,000.00	$.00 0%	$20,000.00	$.00	$20,000.00 100%
PT-2010-03-15-01	$15,000.00	$.00 0%	$15,000.00	$.00	$15,000.00 100%
PT-2010-03-17-02	$15,000.00	$.00 0%	$10,000.00	$5,000.00	$15,000.00 100%
PT-2010-03-39-02	$200,000.00	$.00 0%	$150,000.00	$50,000.00	$200,000.00 100%
PT-2010-03-40-01	$12,000.00	$.00 0%	$12,000.00	$.00	$12,000.00 100%
PT-2010-03-41-02	$14,650.00	$.000%	$14,650.00	$.00	$14,650.00100%
PT-2010-03-42-02	$33,000.00	$.00 0%	$33,000.00	$.00	$33,000.00 100%
PT-2010-03-99-00	$.00	$985,000.00 100%	$.00	$.00	$.00 0%

PT-2010-04-01-00	$10,000.00	$.00 0%	$10,000.00	$.00	$.00 0%
PT-2010-04-02-04	$10,000.00	$.00 0%	$10,000.00	$.00	$.00 0%
PT-2010-07-01-00	$372,300.00	$.00 0%	$347,300.00	$25,000.00	$.00 0%
PT-2010-03-18-02	$25,000.00	$.00 0%	$20,000.00	$5,000.00	$25,000.00 100%
PT-2010-03-19-02	$15,000.00	$.00 0%	$10,000.00	$5,000.00	$15,000.00 100%
PT-2010-03-20-07	$70,000.00	$.00 0%	$35,000.00	$35,000.00	$70,000.00 100%
PT-2010-03-22-02	$30,000.00	$.00 0%	$20,000.00	$10,000.00	$30,000.00 100%
PT-2010-03-23-02	$30,000.00	$.00 0%	$20,000.00	$10,000.00	$30,000.00 100%
PT-2010-03-24-07	$75,000.00	$.00 0%	$50,000.00	$25,000.00	$75,000.00 100%
PT-2010-03-25-00	$48,000.00	$.00 0%	$48,000.00	$.00	$48,000.00 100%
PT-2010-03-26-05	$65,600.00	$.00 0%	$35,600.00	$30,000.00	$65,600.00 100%
PT-2010-03-27-01	$14,645.00	$.00 0%	$14,645.00	$.00	$14,645.00 100%
PT-2010-03-28-02	$50,000.00	$.00 0%	$30,000.00	$20,000.00	$50,000.00 100%
PT-2010-03-29-03	$194,500.00	$.00 0%	$154,500.00	$40,000.00	$.00 0%
PT-2010-03-30-07	$67,000.00	$.00 0%	$60,000.00	$7,000.00	$67,000.00 100%
PT-2010-03-32-05	$62,000.00	$.00 0%	$62,000.00	$.00	$62,000.00 100%

PT-2010-03-33-02	$10,000.00	$.00 0%	$10,000.00	$.00	$10,000.00 100%		
PT-2010-03-34-03	$31,300.00	$.00 0%	$31,300.00	$.00	$31,300.00 100%		
Police Traffic Services Total	**$1,912,135.00**	**$985,000.00 34%**	**$1,520,495.00**	**$391,640.00**	**$1,335,335.00 69%**		
Traffic Records							
TR-2010-07-01-00	$105,900.00	$.00 0%	$72,581.00	$33,319.00	$.00 0%		
Traffic Records Total	**$105,900.00**	**$.00 0%**	**$72,581.00**	**$33,319.00**	**$.00 0%**		
NHTSA 402 Total	**$3,238,009.00**	**$1,297,000.00 29%**	**$2,588,009.00**	**$650,000.00**	**$1,846,996.00 57%**	**$312,000.00 50%**	**$312,000.00 10%**
NHTSA 406							
K4-2010-04-01-00	$12,000.00	$.00 0%	$12,000.00	$.00	$.00 0%		
K4-2010-04-02-06	$60,000.00	$.00 0%	$60,000.00	$.00	$.00 0%		
406 Safety Belts Incentive Total	**$72,000.00**	**$.00 0%**	**$72,000.00**	**$.00**	**$.00 0%**		
406 Safety Belts Paid Media							
K4PM-2010-02-01-04	$100,000.00	$.00 0%	$100,000.00	$.00	$.00 0%		
406 Safety Belts Paid Media Total	**$100,000.00**	**$.00 0%**	**$100,000.00**	**$.00**	**$.00 0%**		
406 Occupant Protection							
K4OP-2010-05-01-00	$52,000.00	$.00 0%	$52,000.00	$.00	$.00 0%		
K4OP-2010-05-02-00	$10,000.00	$.00 0%	$10,000.00	$.00	$.00 0%		

406 Occupant Protection Total	**$62,000.00**	**$.00** **0%**	**$62,000.00**	**$.00**	**$.00** **0%**
406 Police Traffic Services					
K4PT-2010-03-01-02	$13,500.00	$.00 0%	$13,500.00	$.00	$.00 0%
K4PT-2010-02-03-01	$30,740.00	$.00 0%	$30,740.00	$.00	$.00 0%
K4PT-2010-03-02-02	$10,500.00	$.00 0%	$10,500.00	$.00	$.00 0%
K4PT-2010-03-04-03	$128,500.00	$.00 0%	$128,500.00	$.00	$.00 0%
K4PT-2010-03-05-01	$5,000.00	$.00 0%	$5,000.00	$.00	$.00 0%
K4PT-2010-03-06-02	$30,500.00	$.00 0%	$30,500.00	$.00	$.00 0%
K4PT-2010-03-07-00	$10,000.00	$.00 0%	$10,000.00	$.00	$.00 0%
406 Police Traffic Services Total	**$228,740.00**	**$.00** **0%**	**$228,740.00**	**$.00**	**$.00** **0%**
406 Traffic Records					
K4TR-2010-06-01-02	$562,260.00	$.00 0%	$497,260.00	$65,000.00	$.00 0%
406 Traffic Records Total	**$562,260.00**	**$.00** **0%**	**$497,260.00**	**$65,000.00**	**$.00** **0%**
406 Railroad/Highway Crossings					
K4RH-2010-02-02-06	$30,000.00	$.00 0%	$30,000.00	$.00	$.00 0%
	$30,000.00	**$.00** **0%**	**$30,000.00**	**$.00**	**$.00** **0%**
406 Railroad/Highway Crossings Total ***NHTSA 406 Total***	**$1,055,000.00**	**$.00** **0%**	**$990,000.00**	**$65,000.00**	**$.00** **0%**

408 Data Program SAFETEA-LU					
K9-2010-06-07-00	$30,000.00	$.00 0%	$30,000.00	$.00	$.00 0%
K9-2010-06-06-04	$35,000.00	$.00 0%	$35,000.00	$.00	$.00 0%
K9-2010-06-05-04	$150,000.00	$.00 0%	$100,000.00	$50,000.00	$.00 0%
K9-2010-06-04-07	$55,000.00	$.00 0%	$55,000.00	$.00	$.00 0%
K9-2010-06-03-02	$125,000.00	$.00 0%	$100,000.00	$25,000.00	$.00 0%
K9-2010-06-02-03	$125,000.00	$.00 0%	$100,000.00	$25,000.00	$.00 0%
K9-2010-06-01-03	$100,000.00	$.00 0%	$50,000.00	$50,000.00	$.00 0%
K9-2010-02-01-04	$35,000.00	$.00 0%	$20,000.00	$15,000.00	$.00 0%
K9-2010-03-99-00	$.00	$163,750.00 100%	$.00	$.00	$.00 0%
408 Data Program Incentive Total	**$655,000.00**	**$163,750.00 20%**	**$490,000.00**	**$165,000.00**	**$.00 0%**
408 Data Program SAFETEA-LU Total	**$655,000.00**	**$163,750.00 20%**	**$490,000.00**	**$165,000.00**	**$.00 0%**
410 Alcohol SAFETEA-LU					
K8-2010-03-08-02	$30,500.00	$.00 0%	$15,500.00	$15,000.00	$.00 0%
K8-2010-02-01-01	$45,000.00	$.00 0%	$45,000.00	$.00	$.00 0%
K8-2010-02-02-01	$75,052.00	$.00 0%	$75,052.00	$.00	$.00 0%
K8-2010-03-01-01	$15,000.00	$.00 0%	$15,000.00	$.00	$.00 0%

K8-2010-03-02-02	$55,000.00	$.00 0%	$5,000.00	$50,000.00	$.00 0%
K8-2010-07-01-00	$70,850.00	$.00 0%	$30,850.00	$40,000.00	$.00 0%
K8-2010-06-01-01	$160,000.00	$.00 0%	$60,000.00	$100,000.00	$.00 0%
K8-2010-05-02-02	$71,073.00	$.00 0%	$41,073.00	$30,000.00	$.00 0%
K8-2010-05-01-00	$10,000.00	$.00 0%	$10,000.00	$.00	$.00 0%
K8-2010-04-01-00	$88,000.00	$.00 0%	$88,000.00	$.00	$.00 0%
K8-2010-03-99-00	$.00	$2,388,000.00 100%	$.00	$.00	$.00 0%
K8-2010-03-10-03	$90,000.00	$.00 0%	$45,000.00	$45,000.00	$.00 0%
K8-2010-03-09-03	$90,000.00	$.00 0%	$45,000.00	$45,000.00	$.00 0%
K8-2010-03-07-03	$30,000.00	$.00 0%	$20,000.00	$10,000.00	$.00 0%
K8-2010-03-06-04	$759,425.00	$.00 0%	$559,425.00	$200,000.00	$.00 0%
K8-2010-03-05-03	$100,000.00	$.00 0%	$50,000.00	$50,000.00	$.00 0%
K8-2010-03-04-03	$100,000.00	$.00 0%	$50,000.00	$50,000.00	$.00 0%
K8-2010-03-03-02	$20,000.00	$.00 0%	$10,000.00	$10,000.00	$.00 0%
410 Alcohol SAFETEA-LU Total	**$1,809,900.00**	**$2,388,000.00 57%**	**$1,164,900.00**	**$645,000.00**	**$.00 0%**
410 Alcohol SAFETEA-LU Paid Media					
K8PM-2010-04-02-00	$278,100.00	$.00 0%	$223,100.00	$55,000.00	$.00 0%

K8PM-2010-02-01-04	$300,000.00	$.00 0%	$150,000.00	$150,000.00	$.00 0%		
410 Alcohol SAFETEA-LU Paid Media Total	**$578,100.00**	**$.00 0%**	**$373,100.00**	**$205,000.00**	**$.00 0%**		
410 Alcohol SAFETEA-LU Total	**$2,388,000.00**	**$2,388,000.00 50%**	**$1,538,000.00**	**$850,000.00**	**$.00 0%**		
2010 Motorcycle Safety							
K6-2010-03-01-04	$200,180.00	$.00 0%	$100,090.00	$100,090.00	$.00 0%		
2010 Motorcycle Safety Incentive Total	**$200,180.00**	**$.00 0%**	**$100,090.00**	**$100,090.00**	**$.00 0%**		
2010 Motorcycle Safety Total	**$200,180.00**	**$.00 0%**	**$100,090.00**	**$100,090.00**	**$.00 0%**		
NHTSA Total	**$7,546,189.00**	**$3,848,750.00 34%**	**$5,716,099.00**	**$1,840,090.00**	**$1,856,996.00 25%**	**$312,000.00 50%**	**$312,000.00 4%**
Total	**$7,546,189.00**	**$3,848,750.00 34%**	**$5,716,099.00**	**$1,840,090.00**	**$1,856,996.00 25%**	**$312,000.00 50%**	**$312,000.00 4%**