2015

Performance Plan & Highway Safety Plan

Revised Aug. 12, 2014

The Honorable Mary Fallin, Governor of Oklahoma

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Executive Summary

The State of Oklahoma has experienced significant reductions in the overall number of traffic related fatalities since our current baseline of 2008. Although we anticipate a slight increase in the actual number of fatalities as 2013 data are finalized, the trend line suggests that the fatality rate has leveled off to a great extent, with a small uptick expected due to the ever increasing number of drivers as well as improving economic conditions. However, we will need to continue to expand our efforts in all areas to achieve our goals. We will continue to involve our traffic safety partners in the strategic planning of traffic safety initiatives and in the development of effective, data driven countermeasures. In no area is this more important than in addressing the ongoing issue of impaired driving in our state.

The most recent FARS data indicate 205 alcohol-impaired driving fatalities in 2012, representing 29% of all fatalities in the State. Oklahoma actually experienced a decrease in the number of alcohol related fatalities from 2011 to 2012 (from 222 to 205). Unfortunately, alcohol-impaired fatalities continue to represent a significant portion of the fatalities experienced in our state. Per NHTSA, Oklahoma remains near the bottom in rankings for impaired driving fatalities nationwide. Unfortunately, recent analysis of trend crash data by the University of Central Oklahoma indicates continuing increases in alcohol-impaired traffic fatalities. We are extremely cognizant of the need to continue our efforts in this area; therefore, impaired driving prevention and enforcement will continue to constitute substantial portions of the State's plan to reduce highway fatalities and injuries. Additionally, OHSO seeks to identify or develop innovative programs to address unrestrained occupant, speed related, and motorcycle fatalities in the FY2015 Highway Safety Plan.

There were sixty-five (65) pedestrian fatalities in Oklahoma in 2012, with most of these occurring in the larger greater metropolitan areas. Oklahoma will strive to enhance its efforts in this area in 2015 through increased education and awareness efforts.

Effective programs begin with a clear picture of the problem and a very specific plan for applying countermeasures. That is why we intend to address shortfalls in the current traffic records system in Oklahoma. Members of the Oklahoma Traffic Records Council are eager to address identified gaps in our system and to build a dependable core system which will improve access to crash and driver records.

The following represent some program highlights of our traffic safety plan for FY2015:

- DDACTS – Norman Police Department.
- Traffic Safety Resource Prosecutor (TSRP) program. The hiring of a former DUI defense attorney in 2012 as TSRP has provided prosecutors and law enforcement officers a unique perspective on the enforcement and adjudication of impaired driving cases. In FY2015 OHSO will continue to promote the TSRP program and increase opportunities for the TSRP to interact with law enforcement and prosecutors in various forums.
- OHSO is supporting the increased, and more effective, use of ignition interlock devices in Oklahoma
- The Governor's Impaired Driving Prevention Advisory Council (GIDPAC), created in the spring of 2013, will continue its work to more clearly identify, address and coordinate the States' impaired driving prevention efforts. This council is composed of members representing various disciplines,

including law enforcement, highway safety, treatment and judicial, and is charged with making recommendations to further combat the impaired driving problem in Oklahoma.

- ENDUI website. As a part of the State's continuing impaired driving efforts, the OHSO will launch a new website to consolidate online availability of information related to drug and alcohol impaired driving awareness, prevention, and enforcement efforts in Oklahoma.
- The State Judicial Educator program enters its fourth full year of implementation by East Central University in FY2015. East Central began work on the SJE project in late FY 2012. OHSO expects the enthusiasm brought to the program by the East Central team to continue through FY2015.
- In FY 2013, the OHSO purchased the Simulated Impaired Driving Experience (SIDNE) vehicle for use throughout the state to raise awareness about the dangers of impaired driving. The popularity of this device has exceeded expectations and the OHSO will expand the use of this education and training tool in FY2015.
- OHSO will continue to provide administrative support for the current Highway Safety Corridors in Pottawatomie, Payne and Cherokee Counties and promote additional corridors through cooperative efforts with local traffic safety agencies.
- OHSO will continue to support and assist efforts to effect behavior change with regard to distracted driving. OHSO currently participates in *Drive Aware OK* (www.driveawareok.org), the only known statewide effort to combat distracted driving, particularly distraction by electronic device.
- OHSO initiated significant internal technological advancements in several areas in FY2013 and will continue to expand these efforts in FY2015. Phase one of implementation of the IntelliGrants web based grant management system, developed by Agate Software and the Oklahoma Office of Management and Enterprise Services (OMES), was initiated for the application process for highway safety grants for FY2014. Improvements and capabilities will continue to be made in this web based system in 2015 to further enhance reporting and tracking capabilities. The OHSO will continue to provide assistance to local agencies with our audio system allowing our office to record audio PSAs.
- Oklahoma will continue to expand efforts in training and education for motorcycle riders, including support of the Statewide Motorcycle Safety Advisory Board and the *OkieMoto* website (www.okiemoto.ok.gov), as well as Facebook and other electronic social media outlets.
- Oklahoma is dedicated to improving the traffic records system of our state and to provide users with improved information for more timely and accurate decision making.

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

Legislative Issues

As in previous years, several legislative proposals addressing bans on texting while driving and mandatory seat belt use for all vehicle occupants were introduced, but none of the proposals passed out of committee. In the upcoming legislative session, OHSO will continue to work closely with the Department of Public Safety's legislative staff to support various traffic safety issues including impaired driving, distracted driving and occupant protection.

Oklahoma Demographics

Oklahoma ranks 20th in size with a land area of 68,898[1] square miles. Oklahoma's roadway system of 112,821 total public miles includes: 673 miles of Interstate (non-toll road); 601 miles of Toll Roads (including Interstate); 19,410 miles of Federal maintained highways; 12,262 miles of State maintained roadways; 61,771 miles of rural local roads; 262 miles of State Park roads; and 16,375 miles of municipal local roads.[2]

Oklahoma ranks 28th in total population with 3,751,351[1] persons residing in 77 counties. Sixty-five percent of the state's population is urban and 35 percent is rural. During the past decade, Oklahoma's growth rate was 9.7 percent. Thirty-five of the Indian tribes currently living in Oklahoma are headquartered in the state. Racial categories from Census 2010 show the following counts for Oklahoma: White only-72.2%, American Indian/Alaska native only-7.4%, Black/African American only-7.4%, Asian only-1.7%, Native Hawaiian/Pacific Islander only 0.1%. The Hispanic or Latino Origin population increased by 85.2% from 1990 to 2010. The median age (years) is 37.7.

There were 3,882,026 registered vehicles in Oklahoma in 2010 with 74.1% (2,887,797) registered automobiles. Motorcycle registrations have increased dramatically. Since 2005 registrations have increased from 81,693 to 124,926 in 2010; a 53% increase! There were 2,533,888 licensed drivers in Oklahoma in 2010.[3] There are 152 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.[4] As of June 1, 2013, in addition to the Oklahoma Highway Patrol, there are 347 police departments, 77 sheriff offices, 22 tribal police agencies and 40 campus police agencies.[5] 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.[6]

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[1] 2010 US Census Bureau State and County Quick Facts

[2] Oklahoma Total Road Mileage: Mileage as of December 31, 2012. Oklahoma Department of Transportation, Planning Division, GIS management Branch, Road Inventory Section. 2012.

[3] Oklahoma Crash Facts. 2010. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

[4] Oklahoma State Department of Health.

[5] Oklahoma Association of Chiefs of Police.

[6] Oklahoma Department of Commerce. Major Oklahoma Employers. September 8, 2010

OHSO Vision & Mission Statement

VISION

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

VALUES

Integrity

Service

Excellence

PRINCIPLES

Credibility

Teamwork

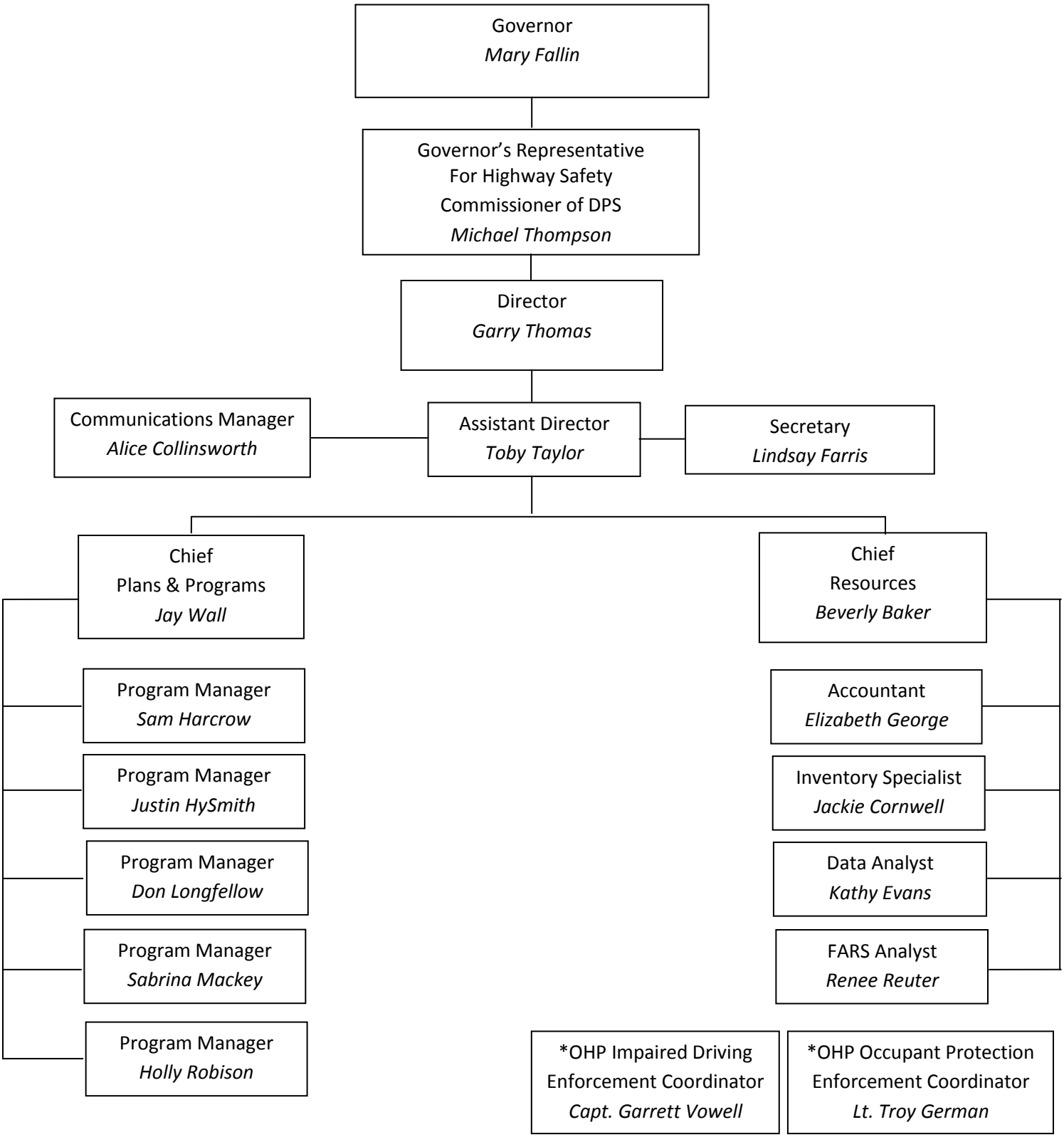
People

MISSION

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

Organizational Chart

OKLAHOMA HIGHWAY SAFETY OFFICE



**OHP reports to OHSO for program issues only.*

Highway Safety Planning Process

The Oklahoma Highway Safety Office (OHSO) provides leadership and coordination for Oklahoma's traffic safety efforts statewide. The OHSO continues to create new partnerships while maintaining support and cooperation with current partners. In this process the OHSO is supported by a variety of traffic safety advocates.

Our current list of partners and advocates includes: State agencies, including the Oklahoma Department of Transportation and the Oklahoma State Department of Health, among others; state, county and municipal law enforcement agencies; faith-based and diversity groups; health care and safety advocates; the University of Oklahoma and Oklahoma State University; the Federal Highway Administration; Councils of Governments; safety advocacy groups; and minority concern groups.

The OHSO's planning process is a circle with no beginning and no end, and OHSO staff members are at the core of this ongoing process. At any particular point in time, OHSO personnel may be working on data and information from the previous two years, the current year and the next two years. This multi-faceted involvement allows comprehensive understanding of past and current performance and enhances the ability to establish effective and productive targets for future years.

Each year, the OHSO Data Analyst prepares a Crash Facts publication (http://ohso.ok.gov) and a Problem Identification based on at least five years of state crash data and an estimation, based on preliminary data, of the immediate past year's crash data in order to determine the nature of our traffic safety challenges. **The Crash Facts Book provides an in-depth analysis of crash numbers, rates and locations, broken down by a variety of specific causational factors for each county in Oklahoma, in order to pinpoint the areas of highest risk.**

Following analysis of the data, the Data Analyst provides a ranking of cities and counties where the data indicate the problems occur. This allows OHSO to recognize the problems and where they occur, then plan to provide programs and services where the need is greatest. Of course OHSO's Problem Identification data are used for internal processes, such as application evaluation, ranking and program selection. Annual goals are established using the latest FARS data (or State data in the absence of specific FARS data).

The Problem Identification and the annual Crash Facts Book are also used by many highway safety professionals across the state to evaluate traffic safety priority areas and propose potential solutions. Numerous applicants for traffic safety grants do, and must, use statistical problem identification to support their applications.

The concerns of OHSO's highway safety partners are heard and discussed at conferences, workshops, and meetings throughout the year. During special emphasis periods, surveys may be sent to appropriate agencies to determine priorities for the coming year. OHSO also considers the results of "rate-the-state" reviews by national organizations such as the Centers for Disease Control and others.

Another component of the planning process is the OHSO's active membership in the Oklahoma Traffic Records Council, an organization which is vital to coordinated traffic safety-related discussions and improvement efforts. Participants include 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). Other organizations, including the Oklahoma City and Tulsa Police Departments, Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMSCA) are also represented. The Traffic Records Council provides a diverse and important opportunity for communication, information sharing and planning efforts.

Representatives from the National Highway Traffic Safety Administration (NHTSA) Region 6 offer the OHSO regular input for consideration, and the OHSO participates in strategic planning efforts with Regional officials.

The OHSO also communicates regularly with the Bureau of Indian Affairs and the Indian Nations concerning potential projects with Native American groups or tribes.

The OHSO staff regularly briefs groups and/or participates in meetings through Safe Communities coalitions, highway safety advocacy groups and others. The OHSO's Law Enforcement Liaisons also meet with statewide local law enforcement personnel on a regular basis. These cooperative efforts allow for effective information sharing and target planning.

Oklahoma Highway Safety Forum

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

OHSO Staff Planning Sessions

After the OHSO Problem Identification is completed, the OHSO conducts strategic planning sessions with its entire staff to identify goals and performance measures for the upcoming Highway Safety Plan. These sessions build on: (1) previous strategic planning sessions held during the year and the resulting OHSO Strategic Plan; (2) problem identification based on data analysis; and (3) the Oklahoma Crash Facts Book data. Results (i.e., reduced KAB's and increased usage of restraints, etc.) from previous years also are considered. The OHSO staff (full staff: Director, Chief of Plans & Programs, Program Managers, data analysts, and resource and administrative staff personnel) also consider how well last year's goals and performance measures were met. Included in this process is a meeting with the University of Central Oklahoma representative(s) to review and discuss the Performance Plan developed and appearing elsewhere in this document. The OHSO also contracts with the University of Oklahoma Conference Pros to facilitate various conferences, meetings, training opportunities, planning and education events throughout the year.

Solicitation and Review of Grant Proposals

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, past performance 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 average collision rates would benefit from additional enforcement, education or awareness programs.** Agencies in these areas are solicited to partner with OHSO to design programs to address specific causal factors at high crash locations.

Attitude Survey for Impaired Driving, Speeding and Occupant Protection

OHSO has conducted an attitude survey in accordance with NHTSA regulation since 2010 (see Attachment B). The June 2014 survey results are consistent with the 2010 through 2013 results, in that as the perception of risk of apprehension increases, risky behaviors decrease. The 2014 survey of respondents reporting they "always" wear their seat belts while in a vehicle spiked to its highest level (95.8%) since inception of this survey. The survey also reflected a slight decrease from the 2013 survey in the number of respondents who reported driving within 2 hours after drinking. Overall, the results from 2010 through 2014 are relatively stable.

Annual Traffic Safety Forum

The OHSO annually hosts a traffic safety forum to provide and solicit input from various highway safety stakeholders, with a main topical emphasis identified from year to year. The main emphasis for the 2014 forum was Impaired Driving Prevention. This forum provides an opportunity to hear experts in various fields of traffic safety, including general sessions as well as a number of breakout sessions on specific topics. At the conclusion of the event, each participant is asked to submit an evaluation, including recommendations for consideration in formulation of the State Highway Safety Plan.

Planning Calendar

OHSO's planning process is fluid and requires administrative flexibility. The OHSO attempts to address statistically identified problems using proven countermeasures as outlined in the NHTSA publication *Countermeasures That Work*, while simultaneously seeking out innovative solutions and new partners.

September:	Host annual Stakeholders Meeting to discuss status of the upcoming year plan and obtain input for future years plans.
October:	Implement current year grant agreements and contracts.
November:	Draft prior year Annual Report.

December:	Submit prior year Annual Report. Establish preliminary state goals and post for next year's proposal reference. Post current state goals for traffic safety on website for proposal consideration.
December-January:	Solicitation period for OHSO highway safety proposals.
February:	Begin preliminary review of proposals submitted for consideration.
March:	Host annual statewide workshop to discuss issues and future priorities with partners. Set initial performance goals, objectives, and benchmarks. Complete Problem Identification.
March-April:	Proposal selection process for ensuing year.
April:	Notify applicants of proposal selection or non-selection.
May-June:	Finalize state goals for ensuing year. Develop grant agreements for ensuing year. Draft Highway Safety Plan for ensuing year.
June:	Submit HSP.

Corridor Projects

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

For FY2015, the OHSO will continue a Traffic Corridor approach to targeting high collision areas of the state. The Statewide Collision Reduction Goals Planning Committee, a collaboration between OHSO and our partners at the Oklahoma Department of Transportation, Oklahoma Highway Patrol, and local law enforcement agencies, was instrumental in establishing the existing corridor projects in 2012. In 2015, an evaluation of the effectiveness of the existing corridors will take place. Depending on the results of the evaluations, and available funding, future corridors may be identified, existing corridors eliminated or modified, or new corridors created. The Oklahoma Highway Patrol will provide enhanced enforcement of the corridors using existing local Troop resources. The Oklahoma Department of Transportation will assist with limited upgrade services such as right-of-way clearing, striping and signage as appropriate. Working through our OHP Law Enforcement Liaisons, OHSO will provide funding for appropriate agencies with traffic enforcement authority along the corridor.

A vital component of this project is public awareness. The OHSO and our partner agencies will work to develop public information activities along these corridors in an effort to make the public aware of

the serious nature of the collisions in the defined areas and to inform them of increased enforcement activities.

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

National Mobilizations

The Oklahoma Highway Safety Office actively supports NHTSA's national mobilizations, including Click It or Ticket and Drive Sober or Get Pulled Over. This is done in a variety of ways. Each partner agency receiving federal funding is required as a condition of their grant agreement to participate and report activities for each mobilization. Our LEL's have established an active network of law enforcement partners who are personally contacted prior to each mobilization. These agencies are provided opportunities for incentive awards after each mobilization. We actively promote the events with earned media and support from our Safe Community groups. Our paid media contractor promotes the mobilizations using the national messaging taglines. The contractor is required to report on the number of impressions achieved in each advertising venue.

Significant Collaborations

Collaboration is at the heart of OHSO's mission. The leadership in Oklahoma's highway safety community recognizes that, standing alone, OHSO's significant efforts will have little impact on improving the safety of Oklahoma's roadways. As such, OHSO makes collaboration with partner agencies a top priority.

Safe Communities / Traffic Safety Coalitions

In addition to coordinating the traffic safety activities of the grant funded agencies outlined in this plan, OHSO also promotes and participates in a number of regional traffic safety groups to address local needs. During FY2014, a new coalition was formed in southwest Oklahoma to include those counties in and around the Anadarko area. This area was selected not only for its centralized geographical location, but also due to its large Native American population – important to our continued outreach to minority groups. The following traffic safety groups are specifically supported by OHSO:

- Metro Area Traffic Safety Coalition (Oklahoma City area)
- Safe Communities of Northeast Oklahoma (Tulsa area)
- Green Country Safe Communities
- Southeast Oklahoma Traffic Safety Coalition
- North Central Oklahoma Traffic Safety Coalition
- Southwest Oklahoma Traffic Safety Coalition

Boards and Committees

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

- Association of Ignition Interlock Program Administrators
- Drive Aware Oklahoma
- Governor's Impaired Driving Prevention Advisory Council (GIDPAC)
- National Association of Women Highway Safety Leaders
- Oklahoma Advisory Committee for Motorcycle Safety and Education
- Oklahoma Injury Prevention Advisory Committee
- Oklahoma Long Range Transportation Plan Committee
- Oklahoma Prevention Leadership Collaborative
- Oklahoma Statewide Collision Reduction Goals Planning Committee
- Oklahoma Traffic Records Council
- Oklahoma Underage Drinking Prevention Committee

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

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

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

Impaired Driving Collaborations

Governor's Impaired Driving Prevention Advisory Council (GIDPAC)

The OHSO recognized the need to create a statewide task force to provide a way to assemble key players who address impaired driving issues to share information, explore options and close potential loopholes in the circle of impaired driving legislation, enforcement, prosecution, adjudication and treatment. OHSO staff reviewed the most recent NHTSA publications designed to assist State officials who are interested in establishing such a task force and reviewed the organizational structure of several existing Statewide Impaired Driving Task Forces. The OHSO collaborated with partner agencies on the creation of the task force and solicited membership recommendations from the following entities:

- Alcoholic Beverage Laws Enforcement Commission
- Department of Corrections
- Bureau of Narcotics and Dangerous Drugs
- Oklahoma Department of Public Safety
- Oklahoma Department of Mental Health and Substance Abuse Services

- Oklahoma District Attorney's Council
- Oklahoma Highway Safety Office
- Oklahoma State Legislature
- Supreme Court of the State of Oklahoma
- Stop D.U.I. Oklahoma, a citizen activist organization

The OHSO requested and received a technical assessment of Oklahoma's impaired driving program from the National Highway Traffic Safety Administration (NHTSA) that was conducted in Oklahoma City from November 4-9, 2012. Among the sixty-six (66) recommendations were two (2) priority recommendations that encouraged the State to pass and implement the proposed legislation establishing a State impaired driving task force and one (1) priority recommendation to engage the Governor in high-profile activities and leadership events in support of the impaired driving program. The task force was designated as the Governor's Impaired Driving Prevention Advisory Council (GIDPAC). On February 5, 2013, Executive Order 2013-03 was signed by Governor Fallin, thus officially creating the GIDPAC.

Occupant Protection Collaborations

Unrestrained passenger vehicle occupant fatalities have decreased in Oklahoma significantly over the past few years, from 332 in 2008 to 286 in 2011. This represents a 14% reduction. Trends indicate further reductions in the future. However, the State's observed seat belt use rate has remained relatively unchanged since 2006. The observed seat belt use rate reported in the 2013 survey was 83.6 percent.

Through our partnership with Safe Kids Oklahoma, Inc., the OHSO receives input regarding CPS issues from several professional organizations, including: The Children's Hospital at OU Medical Center; Children's Center Rehabilitation Hospital; State Farm Insurance; Department of Human Services-Child Care Licensing Division; Sarkey's Foundation; and United Way of Central Oklahoma, to name but a few.

Oklahoma's recertification rate for CPS technicians now stands at 47.4 percent, below the national average of 54.2 percent, but above historical trends in Oklahoma. According to Safe Kids Worldwide studies, a vast majority of parents or caregivers struggle with properly installing child restraint seats. Calendar year 2013 survey results indicate that the Oklahoma child restraint use rate (not necessarily indicative of *correct* use) now stands at 87.8 percent, based on the 2013 survey.

Discussions were conducted with OHSO personnel, partners and grantees for input into efforts that could potentially assist the state in increasing compliance rates. The OHSO also consulted with representatives of the Bureau of Indian Affairs, Tribal Technical Assistance Program, Tribal Chiefs of Police, the University of Central Oklahoma, Safe Kids Coalition, the Center for Disease Control, state and local law enforcement and state injury prevention specialists. Efforts to increase compliance rates will focus on effective countermeasures, including enforcement of current occupant protection laws, media, education, training, and outreach to target groups including unrestrained nighttime drivers and Oklahoma's Native American population.

Motorcycle Safety Education Collaborations

With the continuing increase of motorcycle registrations in Oklahoma, the need for motorcycle safety classes continues to grow. Although the number of safety training courses in the state has increased in recent years, there continues to be a lack of a sufficient number of MSF-approved classes to train the individuals who have expressed an interest in participating. OHSO will continue to actively support these programs with the goal that every rider should have the opportunity for training.

The Oklahoma Motorcycle Safety Advisory Board is composed of representatives from various groups, including: Private Sector Rider Education Schools, Licensed Safety Course Operators, Oklahoma Insurance Department, Certified Instructors and the OHSO. Current committee members include: Mr. Don Browning, Private Sector Motorcycle Rider Education Schools; Ms. Terri Collier, Licensed and Safety Course Certified (owner/operator); Mr. Tyler Laughlin-Oklahoma Insurance Department; Sgt. Acey Hopper-Edmond Police Department; Mr. Michael Kiester-Licensed and Safety Course Certified (owner/operator); Mr. Ron Peirce-Certified Instructor of Motorcycle Safety and Education; and Mr. John Pierce-Safety Course Certified (owner/operator). The Motorcycle Safety Advisory Committee met three times between June 1, 2013 and June 1, 2014. The meetings were held on November 12, 2013, February 11, 2014, and April 8, 2014. On October 24, 2013, Lt. Col. J. D. Wilson of the Oklahoma Highway Patrol was appointed as the new administrator for the committee.

The recommendations made by the Committee from June 1, 2013 to June 1, 2014 included the production of a new motorcycle public service announcement for impaired motorcyclists, the production of motorcycle brochures for the OKIEMOTO website and the vote to fund the purchase of equipment for the Oklahoma Highway Patrol Motorcycle Survival project.

Strategic Highway Safety Plan Coordination and Partnerships

Active participation in the development of the State's Strategic Highway Safety Plan allowed for integration and coordination of key strategies for improving collaborative efforts in addressing highway safety counter measures. The Strategic Highway Safety Plan was first developed in 2007 and is currently under review for 2015. Participants in the planning process have included ODOT (as the lead agency), the Oklahoma Highway Safety Office (OHSO), FHWA, motor carrier safety agencies, the Department of Public Safety and the Oklahoma Highway Patrol, the State Department of Health, the Oklahoma Municipal League, metropolitan planning organizations (MPOs) and regional councils, local law enforcement, educational entities such as the Oklahoma Department of Education and University of Oklahoma, the Indian Health Service, the Oklahoma Turnpike Authority, county engineers and officials, and numerous advocacy groups.

PROBLEM IDENTIFICATION PROCESS

Statistical Analyses

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

information on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists, and bicyclists involved in these crashes.

The OHSO Data Analyst prepares an annual Crash Facts book analyzing collisions for the most recent and past several years of state data. Traffic collisions are organized into a variety of classifications; i.e. KAB [Fatalities, Incapacitating Injuries, Non-Incapacitating Injuries], Fatal [both number of fatalities and number of fatal crashes], Unsafe Speed, Alcohol/Drug-Related, Motorcycle, Pedestrian, and Bicycle. An in-depth analysis is done to determine primary causation, location, contributing factors, vehicle type, time of day, day of week, age, gender, etc. This information is applied to each county in Oklahoma, as well as each city in Oklahoma having a population of 5,000 or more. While this analysis allows for in-depth planning and program countermeasures, FARS data are used to define the state's goals in the annual Highway Safety Plan and Performance Plan, with the exception of injury, observed seat belt use goals, which rely on state data.

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

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

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

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

Data Sources

Fatality and Other Crash Reports

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

Occupant Protection Surveys

The University of Central Oklahoma conducts the State's annual occupant protection and child restraint surveys as well as the statewide motorcycle helmet use survey. In 2013, a new survey was added to determine the seat belt use rate specific to pickup trucks. Historical data have been used to establish future benchmarks. Safety belt and child restraint surveys are conducted each year using NHTSA's approved methods to determine the State's use rate. Results of the FY2014 survey will be discussed in the FY2014 Annual Report.

FARS

For consistency, the most recently available FARS data (CY2012) are used to establish OHSO's performance measures, with the exception of injury and observed seat belt use, which rely on state date. That information, supplemented by DPS injury and Oklahoma Tax Commission vehicle mileage data, is used to set future goals and evaluate past progress. DPS and FARS data are regularly evaluated for accuracy and if discrepancies are found, research is conducted to determine the cause and necessary corrections are made.

Crash Rates

The Oklahoma Department of Transportation 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.

ESTABLISHING GOALS AND PERFORMANCE MEASURES

Following the development of problem identification data, the OHSO conducts strategic planning sessions with its entire staff to identify goals and performance objectives for the upcoming Highway Safety Performance Plan. During these sessions, OHSO staff members evaluate the most recent collision information from the Oklahoma Crash Facts Book, FARS data, Attitude and Awareness surveys, as well as the performance results from prior years and rank our problems and prioritize strategies. In accordance with 23CFR1200.11(c)(4), OHSO conducts an analysis of crashes, crash fatalities, and injuries in the areas of highest risk, deploy our resources accordingly, and conduct regular review and follow-up to adjust as necessary. Each Performance Area includes a brief description of our analysis, which is more fully detailed in our publication, OHSO Crash Facts (http://www.ok.gov/ohso/Data/Crash_Data_and_Statistics/Crash_Facts_2013.html).

For the FY2015 HSPP, the most recent FARS data and relevant state data were provided to the University of Central Oklahoma Mathematics Department for analysis. UCO analyzed the data for the purpose of determining upward or downward trends, as well as providing the upper and lower bounds of the projected change. UCO then met with OHSO management staff to develop precise goals and performance measures. The trend lines in the Performance Plan are not exact, but have upper and lower bounds (reflected as "confidence bands" on the graphs). It is our belief that even though the trend line displayed may show a decrease, the confidence bands allow for subjective evaluation based on experience, past history, and expected increases, in establishing target goals. After discussing the use of anticipated increases in certain categories with UCO, the UCO representative agreed that use of such

increases would lie within the parameters of their analysis and thus recommended that we use the upper limits of the confidence bands in setting our goals. Preliminary goals are distributed to our partner agencies for review and input. OHSO considers numerous sources of guidance during this process, including but not limited to:

- **Oklahoma's Strategic Highway Safety Plan (SHSP)**
- **Current NHTSA Region 6 Action Plan**
- **Oklahoma's Commercial Vehicle Safety Plan**
- **Most recent NHTSA reviews (Currently – 2009 Traffic Records Assessment, 2010 OP Special Management Review, 2011 Management Review, 2011 Impaired Driving Special Management Review).**
- **Strategic planning partner agencies include: ODOT, DPS, OHP, OMC, OHP Troop S, OSDH, and various others.**

The specific performance goals and target dates were set based on past trends and the staff's experience. Data from the last three to five years are used in setting goals. The purpose of OHSO working with ODOT and others, with the assistance from the University of Central Oklahoma, is to use their collective knowledge of factors such as population shifts, economy, enforcement efforts, etc., in order to apply 'common sense' to the trend lines. **NHTSA's performance measures, published in the Region 6 Regional Action Plan, and the State's Strategic Highway Safety Plan are considered and reviewed for consistency with OHSO's performance measures.**

PROJECT SELECTION, DEVELOPMENT AND MONITORING

In accordance with 23 CFR 1200.11 (c) (2), after conducting an extensive analysis of our collisions, OHSO staff makes every effort to identify countermeasure strategies and select projects to assist us in meeting the performance measures identified for each program area. The Performance Plan that follows contains specific information regarding the nature of our traffic safety challenges, projects selected to address those challenges, and an assessment of the overall traffic safety impacts of the strategies we have chosen. That historical information is contained in the chart on page 25.

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 addressing areas of the state previously identified as high-risk areas through the statistical analysis process are given preferential consideration in the scoring of the project applications submitted. Applications are the selected for funding according to their ranking. Special consideration is given to those projects that qualify under local benefit as well as projects specifically identified in meeting**

special funding considerations (i.e., Section 405 and Section 164 funds). Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evidence-based strategies, evaluation criteria, budget and past performance. Additionally, the application is reviewed to determine if the project is innovative, if there is "local match," if there is community involvement, etc.

In accordance with 23 CFR 1200.11(c)(4), 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.

Projects are continuously monitored throughout the year as specified in the OHSO Policy & Procedures manual. Progress reports are submitted monthly by sub-grantees, and quarterly monitoring is conducted by Program Managers to review and evaluate project performance. In addition to interaction with our partners (as identified in various other sections within the plan), regular staff meetings are held to review and discuss updates or revisions to the HSP.

PERFORMANCE REPORT

23 CFR 1200.11 (d) requires state Highway Safety Plans to include "A program-area-level report on the State's success in meeting State performance targets from the previous fiscal year's Highway Safety Plan. Oklahoma's process for evaluating various data sources, consulting partners and establishing performance measures is clearly defined within the preceding pages. The Performance Plan (Performance Report) which follows graphically depicts our progress toward achieving our goals over the past 5 years, up to the most currently available FARS and state data. Each program area discussed in the following document includes a narrative of our problems, a summary of our detailed analysis of the data sources, our proposed performance measures, and our proposed strategies to assist in achieving those goals.

PERFORMANCE PLAN
FY 2015

Tracy L. Morris, Ph.D.
Associate Professor

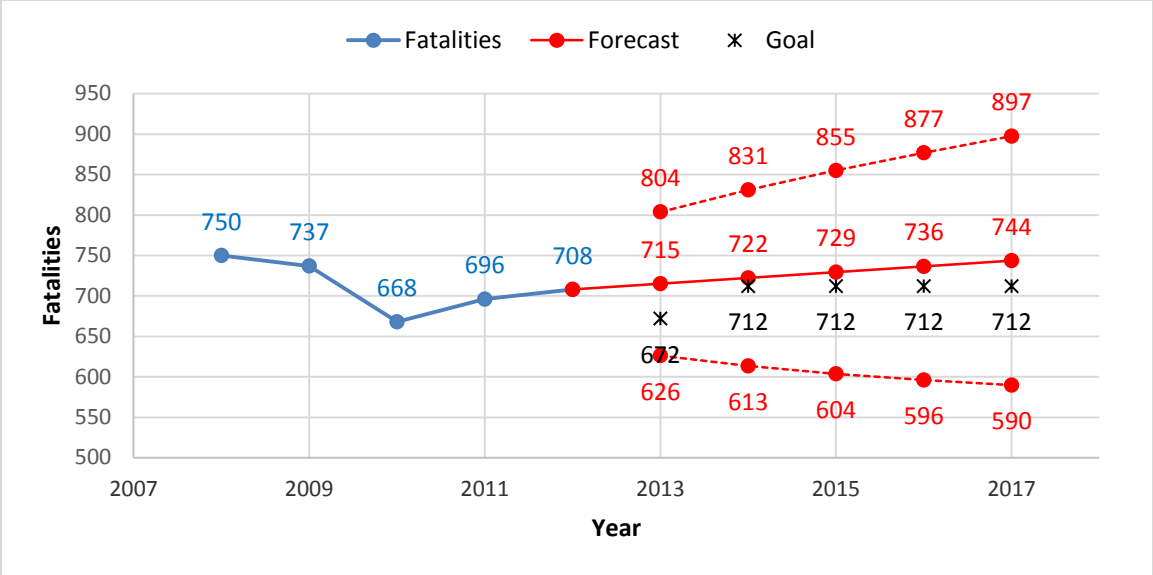
Brenden Balch
Kristen Highful
Students

University of Central Oklahoma
College of Mathematics and Science
Department of Mathematics and Statistics
100 N. University Dr., MCS 108
Edmond, Oklahoma 73034

June 2014

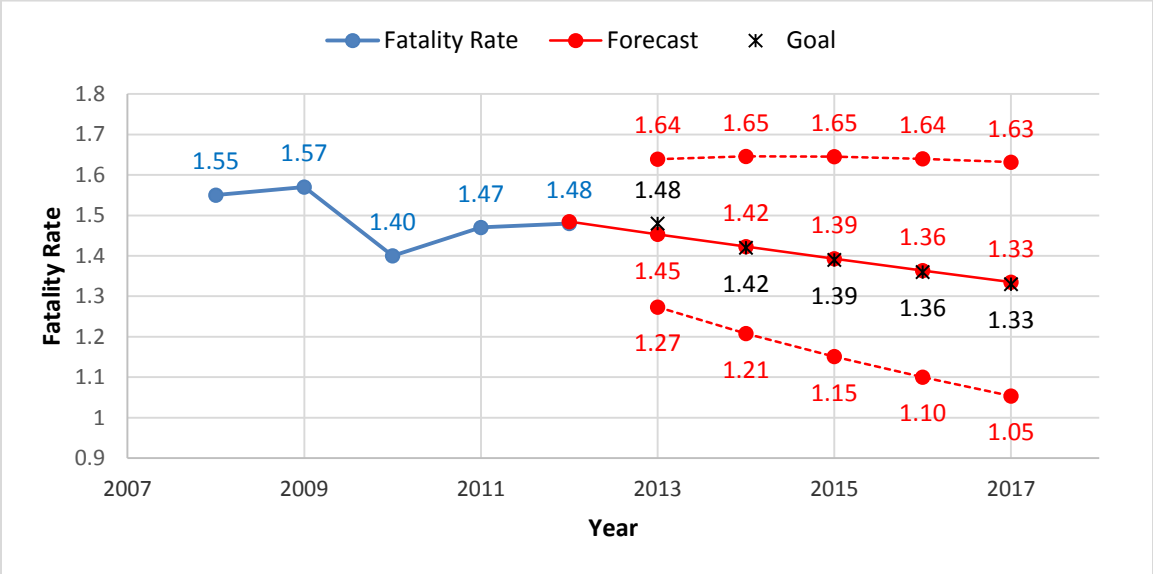
On the graphs for the number of fatalities and fatality rate you'll see two sets of confidence bands. The dashed lines are 50% confidence bands and the solid lines are 75% confidence bands. So we are 50% and 75% confident, respectively, that future values will be within the corresponding bands. For the remaining variables we performed an analysis very similar to what we did last year, but using more data. For these graphs there is only one set of confidence bands representing 90% confidence.

Traffic Fatalities



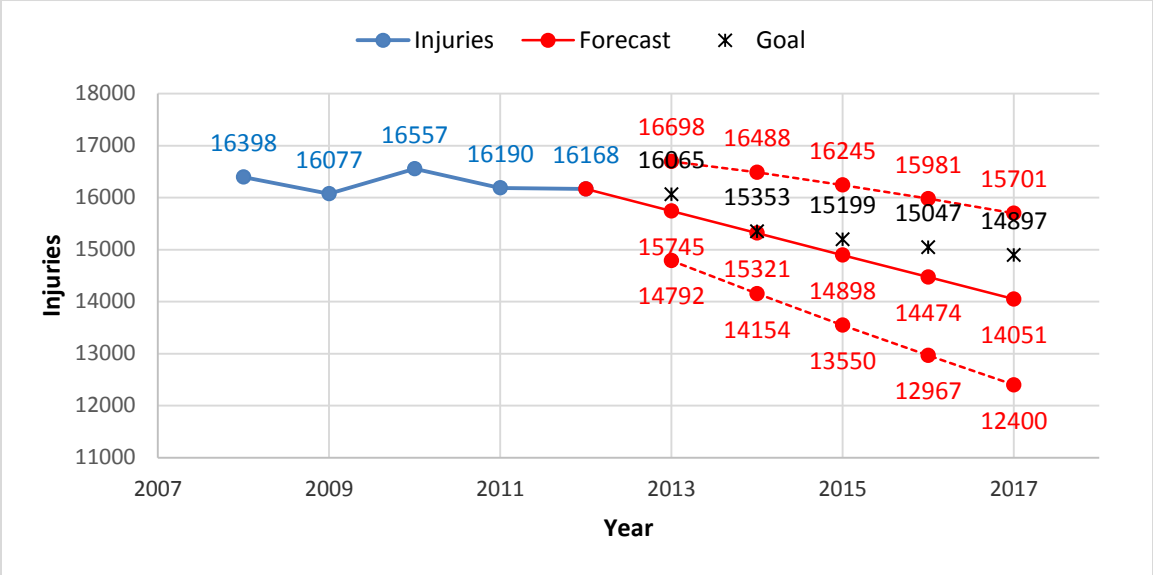
Since 2010, traffic fatalities in Oklahoma have increased almost 6%. The overall trend indicates a continued increase through 2017.

Fatalities per 100 Million VMT



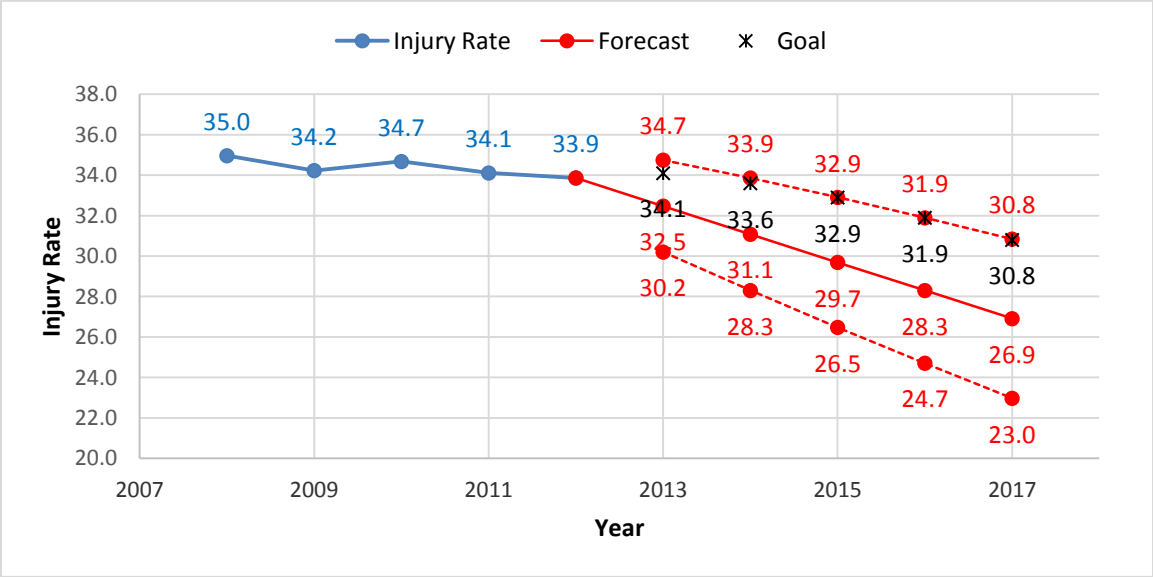
Oklahoma's fatality rate per 100 million VMT has declined almost 5% since 2008. The trend suggests continued decreases for 2013 and beyond.

Serious Injuries



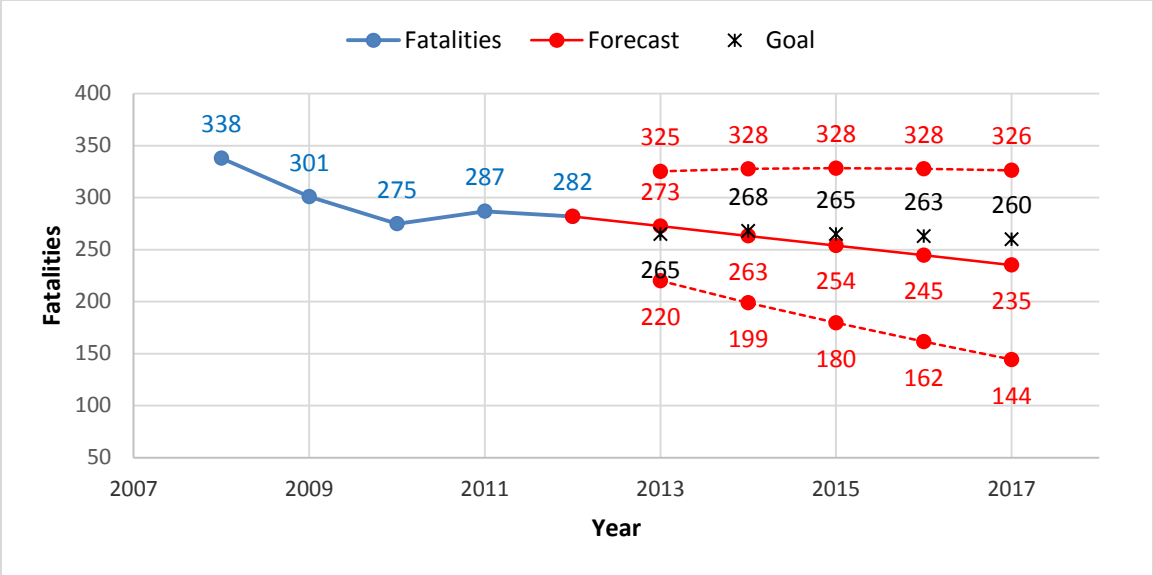
The number of serious injuries has dropped slightly more than 1% since 2008. The trend suggests a continued decrease of approximately 3% per year through 2017.

Serious Injuries per 100 Million VMT



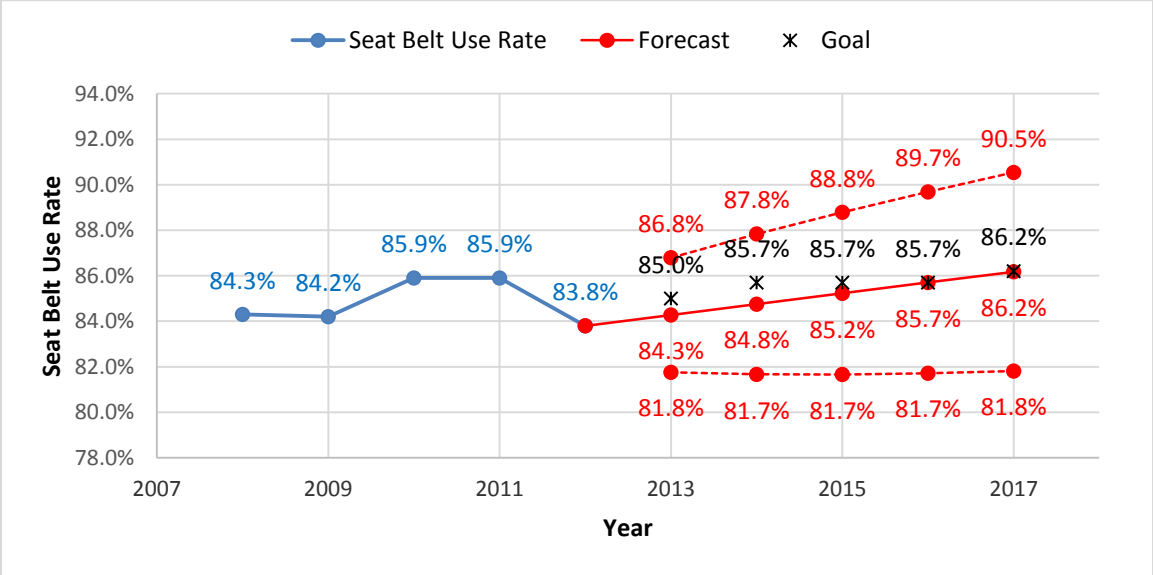
The serious injury rate is at its lowest point since 2008. The trend indicates that the injury rate will continue to decline at a rate of approximately 1.4 serious injuries per 100 million VMT per year.

Unrestrained Occupant Fatalities



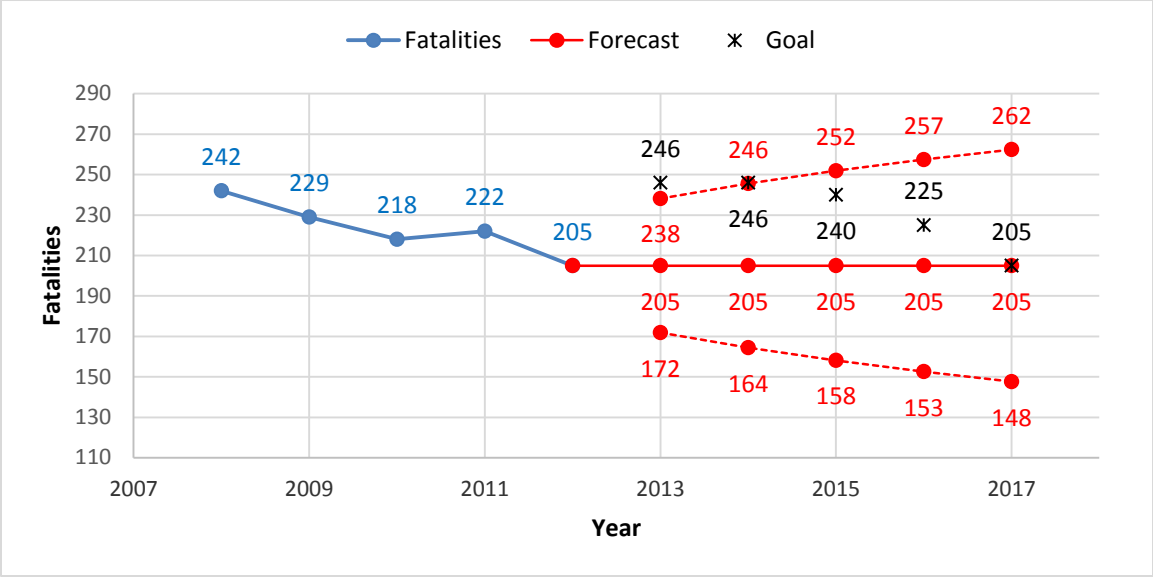
The number of unrestrained fatalities has decreased from 2008 to 2012. This drop from 338 to 282 is an almost 17% reduction. The trend suggests that the number of unrestrained fatalities will continue to decrease through 2017.

Seat Belt Use Rate



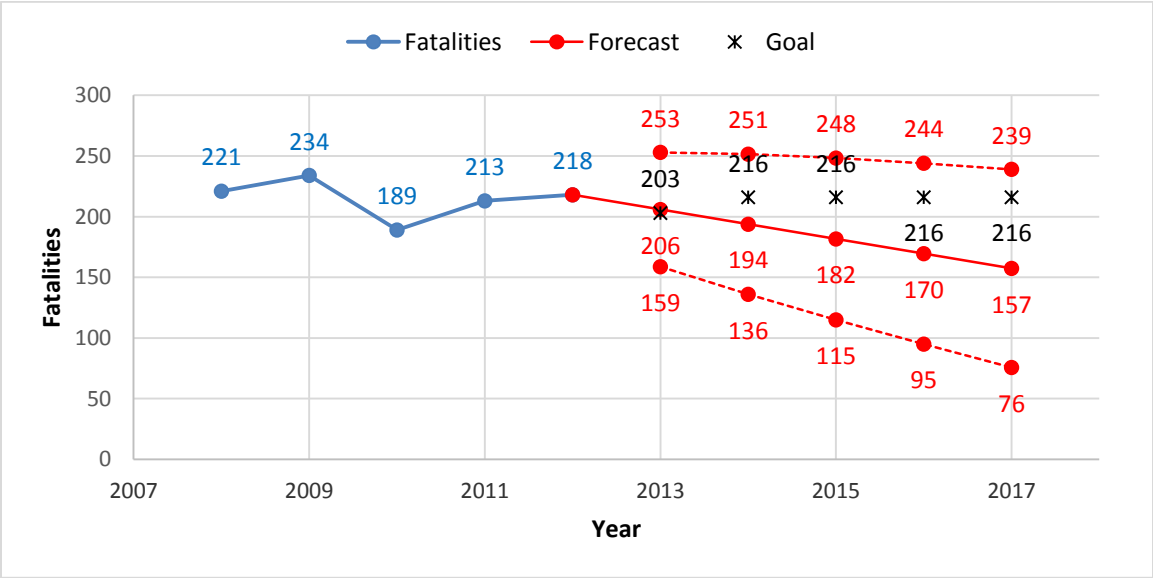
Seat belt use rates in Oklahoma declined in 2012 with the introduction of the new seat belt use survey, but the overall trend is still increasing for 2013 and beyond.

Fatalities Involving Drivers or Motorcycle Operators with 0.08+ BAC



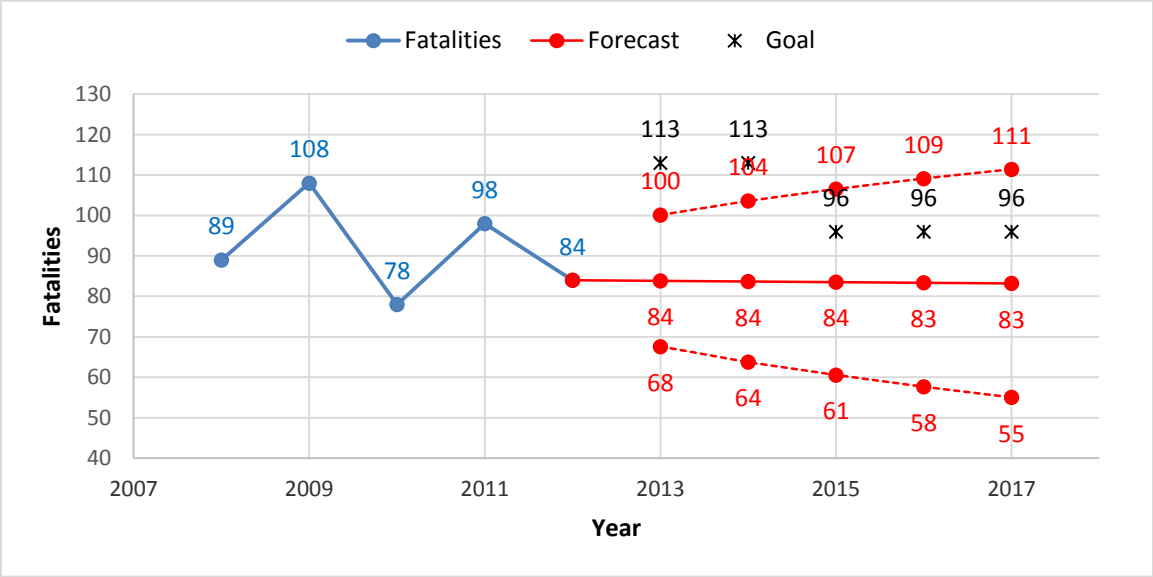
Fatalities in alcohol-impaired traffic crashes have decreased more than 15% since 2008. However, the model indicates that this decline will stop and the trend will remain flat through 2017. Factors considered in setting goals were an expected increase in miles driven, increases in licensed drivers, strengthening laws, and population shifts from rural to urban. It will take one to three years to determine if efforts in strengthening enforcement and laws will have the expected results.

Speeding Related Fatalities



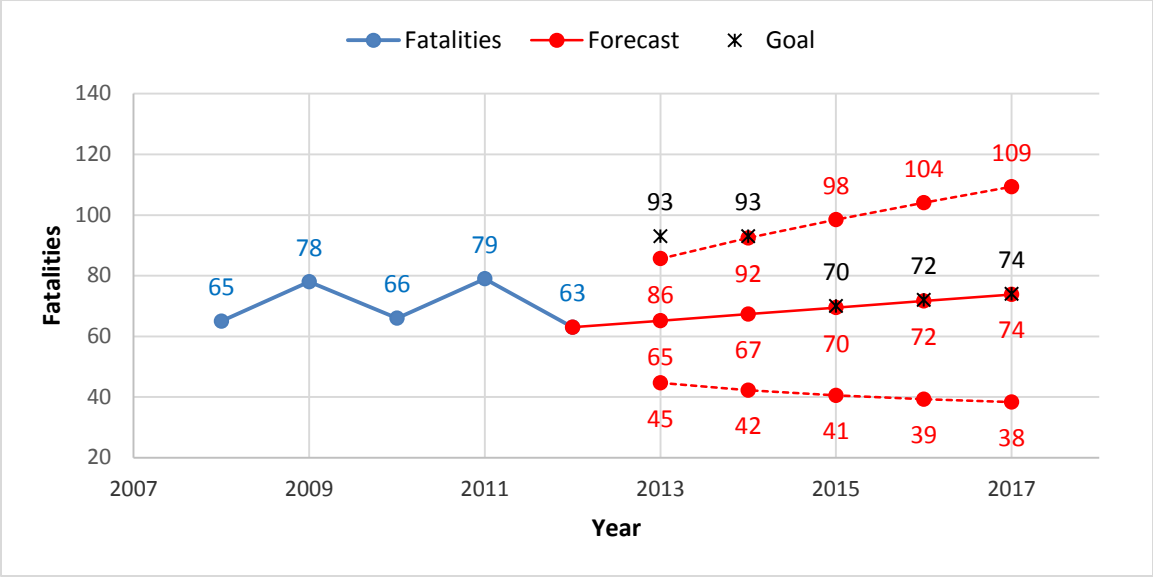
Fatalities in speed-related crashes increased again in 2012. The trend, however, suggests that fatalities in speed related crashes will decline through 2017.

Motorcyclist Fatalities



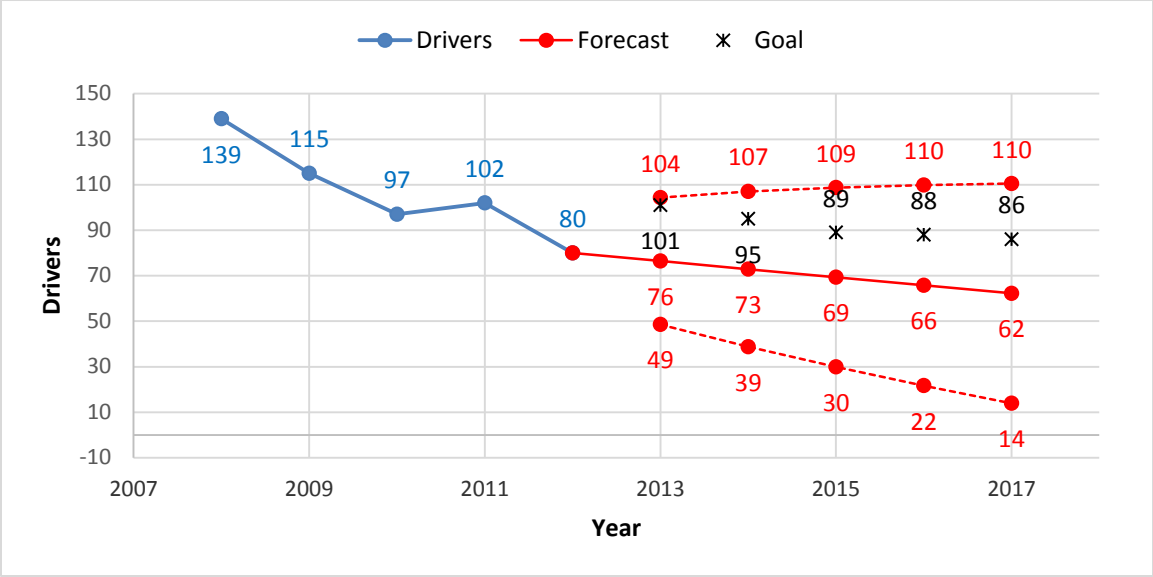
The number of motorcyclist fatalities is back down in 2012, slightly below the number of fatalities in 2008. The overall trend suggests that the number of motorcyclist fatalities will remain fairly stable through 2017. Crash data reflects an up and down trend, with little indication from motorcycle groups that the increase in the number of older persons purchasing motorcycles will end soon. The lack of a helmet laws also inhibits safety efforts. Improving the quality of and number of motorcycle safety courses being offered should help offset the expected increases.

Un-helmeted Motorcyclist Fatalities



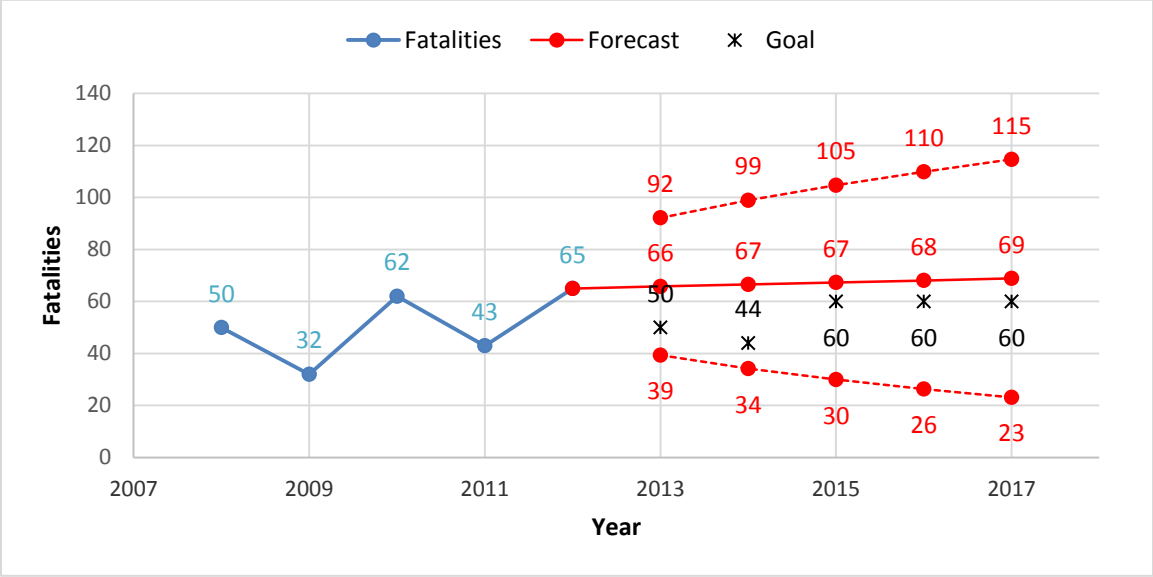
The number of un-helmeted motorcyclist fatalities also decreased in 2012, but the trend suggests that this number will increase through 2017. Crash data reflects an up and down trend, with little indication from motorcycle groups that the increase in the number of older persons purchasing motorcycles will end soon. The lack of a helmet laws also inhibits safety efforts. Improving the quality of and number of motorcycle safety courses being offered should help offset the expected increases.

Drivers Under 21 in Fatal Crashes



The number of drivers under age 21 involved in fatal crashes decreased from 2011 to 2012. Overall, there has been a 42% reduction in this number since 2008, perhaps due to changes in GDL. The trend suggests a continued decline. Based on the continued increase in the number of young drivers, lack of driver education in many areas, and a robust rural population with minimal traffic enforcement, we feel improvement will come slowly.

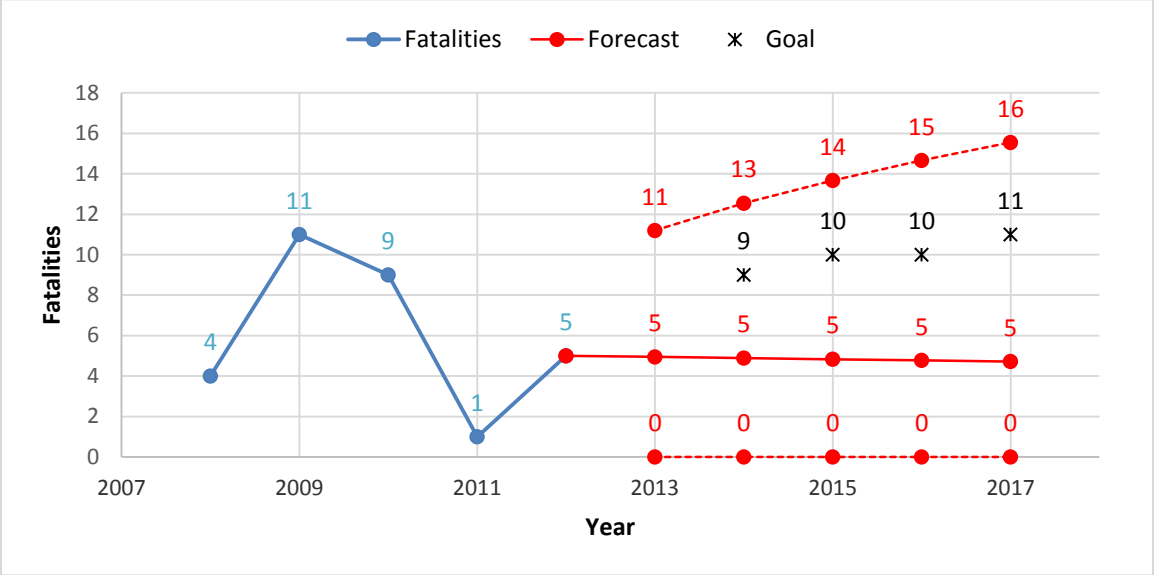
Pedestrian Fatalities



The number of pedestrian fatalities is back up in 2012, but there has been considerable variability over this time period. The trend suggests that the

number of pedestrian fatalities will continue to increase through 2017, but very slightly.

Pedal Cyclist Fatalities



The number of pedal cyclist fatalities in 2012 is at about the same level as in 2008. The trend suggests that this number will remain fairly constant through 2017. NHTSA has identified Tulsa as a problem area for pedestrian/bicycle crashes. With an observed increase in bicycle traffic in many cities, especially those in urban and metropolitan areas such as Tulsa, and the lack of designated bicycle lanes being common, increases in this area are expected.

Core Performance Measures and Performance Report

		Status					Previous Goal Projections			Current Goal Projections		
CORE OUTCOME MEASURES*		FARS				State Data				Short Term Goal	Intermediate Goal	Long Term Goal
		2009 Baseline	2010	2011	2012 Most current	2013	2013	2014	2015	**2015**	2016	2017
Overall												
Traffic Fatalities	Total	737	668	696	708	678	672	712	697	**712**	712	712
	Rural	498	465	497	467	x	396	464	446	**464**	464	464
	Urban	239	203	199	241	x	276	248	251	**248**	248	248
Fatalities per 100 MVMT	Total	1.57	1.40	1.47	1.48	x	1.48	1.42	1.40	**1.39**	1.36	1.33
	Rural	2.32	2.14	2.30	2.14	x	2.06	1.98	1.90	**2.01**	1.96	1.92
	Urban	0.94	0.78	0.77	0.92	x	0.94	1.19	1.22	**0.93**	0.94	0.94
Serious Injuries	State Data	16077	16557	16190	16168	14734	16065	15353	14935	**1519**	15047	14897
Occupant Protection												
Unrestrained Occupant Fatalities (all seating positions)		301	275	287	282	x	265	268	254	**265**	263	260
Observed Seat Belt Use Rate (front seat outboard occupants)		84.2	85.9	85.9	83.8	83.6	85.0	85.7	86.0	**85.7**	85.7	86.2
Number of Grant Funded Seat Belt Citations		18152	31276	46276	22043	15616	x	x	x	**x**	x	x
Alcohol-Impaired Driving												
Fatalities Involving Driver or mc Operator with .08+ BAC		229	218	222	205	x	246	246	246	**240**	225	205
Number of Grant Funded Impaired Driving Arrests		4407	2948	3971	3781	3573	x	x	x	**x**	x	x
Speeding												
Speeding Related Fatalities		234	189	213	218	x	203	216	207	**216**	216	216
Number of Grant Funded Speeding Citations		34055	36987	50738	48202	35912	x	x	x	**x**	x	x
Motorcyclists												
Number of Motorcycle Fatalities		108	78	98	84	x	113	113	113	**96**	96	96
Number of Unhelmeted Motorcyclist Fatalities		78	66	79	63	x	93	93	93	**70**	72	74
Youth												
Number of Drivers under 21		115	97	102	80	x	101	95	87	**89**	88	86
Pedestrians												
Number of Pedestrian Fatalities		32	62	43	65	x	50	44	43	**60**	60	60
Pedalcyclists												
Number of Pedalcyclist Fatalities		11	9	1	5	x	x	9	10	**10**	10	11

PLANNING AND ADMINISTRATION

OHSO carefully monitors all projects to ensure the appropriate use of restricted funds (Sections 402, 403, 405, 406, 408, 410, 2010, 164, etc.). In order to address the State's needs as identified in the Problem Identification process, many of our projects will be provided funding from more than one source in order to supplement their enforcement efforts in support of statewide goals. During the grant selection process, the project's primary program area will be identified and the project will be listed in the HSP as such. For example, a project identified as an impaired driving project may have supplemental funding provided in order to assist in the state OP plan in designated areas. Such multiple funding source grant agreements delineate between the separate fund sources and activities are carefully tracked and billed to the appropriate funding source.

Program Management Salaries by Program Area

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

Listed percentages subject to change after contract negotiations and final project assignments. GTS will be amended accordingly at such time.	**P&A State**	**P&A Federal**	**AL**	**MC**	**OP**	**PT**	**TR**	**405(b)**	**405(d)**
Director – Garry Thomas	70%	30%							
Assistant Director – Toby Taylor		25%	75%						
Chief of Resources - Beverly Baker	70%	30%							
Chief of Plans & Programs – Jay Wall			50%		25%	25%			
Accountant – Elizabeth George	70%	30%							
Administrative Assistant – Lindsay Farris	70%	30%							
Inventory Officer – Jackie Cornwell		100%							
Program Mgr 1 (Media Manager) - Alice Collinsworth			40%		20%	40%			
Program Mgr 2 – Sam Harcrow			19%	5%	57%	19%			
Program Mgr 3 – Justin HySmith			39%	36%		25%			
Program Mgr 4 – Don Longfellow			30%		15%	55%			
Program Mgr 5 – Sabrina Mackey			87%			13%			
Program Mgr 6 – Holly Robison	5%	10%	35%	10%	7%		33%		
Data Analyst – Kathy Evans							100%		
OP Enforcement Coordinator – Lt Troy German								100%	
Impaired Driving Coordinator – Cpt Garrett Vowell									100%

Objectives

- To efficiently create, administer and evaluate Federal grant programs to achieve progress toward national and state goals to reduce fatalities and injuries on State roadways.
- Market the Oklahoma Highway Safety Office and its products and services.
- Be the statewide leader in the highway traffic safety community.

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.

P&A Program Funding

Project Title: Planning and Administration

Agency: OHSO

Project No: PA-15-07-01-00 **Funding Source:** 402 **Amount:** $277,614.00

Primary Project Type: N/A **Total Budget:** $277,614.00

Description: Costs to include travel, training, office rent, office machines, office supplies, and other appropriate administrative expenditures. Personnel services to manage and provide administrative services for all Oklahoma Highway Safety Programs are reflected in the chart on page 26 (expressed as a percentage of federal funding used for each full time position).

P&A: Budget Summary

Project Number					Project Name	Budget	Budget Source
PA-	15-	07-	01-	00	Planning & Administration	277,614.00	Section 402
PA-	15-	07-	01-	00	State Match	277,614.00	State of Oklahoma
402 Total						**277,614.00**	
State Funds Total						**277,614.00**	
Total All Funds						**555,228.00**	

ALCOHOL/IMPAIRED DRIVING

Problem Identification

FARS data indicate 205 alcohol-impaired driving fatalities in 2012, representing 29 percent of all fatalities in the State. Although overall fatalities have been declining over the past 5 years, alcohol-impaired fatalities continue to represent an increasing portion of the fatalities experienced in Oklahoma. Additionally Oklahoma ranks 46th in impaired driving fatalities and 51st in the ability to improve its fatality rate. Additional analysis of trend crash data by the University of Central Oklahoma indicates a projected future increase in alcohol-impaired traffic fatalities.

As a result, OHSO plans to implement a more robust impaired driving program, to include elements in high visibility enforcement, training, testing and media. In addition to traditional enforcement and other associated impaired driving programs, the OHSO plans to actively participate in and provide administrative support for the Governor's Impaired Driving Prevention Advisory Council (GIDPAC). The OHSO will work in conjunction with GIDPAC in executing the statewide strategic plan approved by the Governor in February of 2014 to reduce the incidence of impaired driving and associated traffic crashes and improve the impaired driving situation in Oklahoma. This plan is in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs* No. 8 – Impaired Driving, and the *Countermeasures That Work* as outlined in the strategies and enforcement sections. Also considered are existing peer or evidence-based research from universities, professional groups, or nationally recognized non-profits, as well as attitude and/or awareness surveys conducted.

In accordance with 23 CFR 1200.11 (c) (4), OHSO conducts an extensive analysis of impaired driving related collisions and evaluates all grant applications for potential partners to implement countermeasures specific to the analysis. OHSO makes every effort to create programs and award grants in order to address the following:

- Alcohol-related KAB crashes represent 11.6% of the total KAB crashes.
- 30.4% of alcohol-related KAB crashes occurred on city streets.
- 29.5% of alcohol-related KAB crashes occurred between Midnight and 3:59 a.m.
- 28.1% of alcohol-related KAB crashes occurred between 8:00 p.m. and 11:59 p.m.
- 10.1% of alcohol-related KAB crashes occurred in July, 9.1% occurred in October and 8.9% occurred in June.
- 24.3% of alcohol-related KAB crashes occurred on Saturday and 19.7% occurred on Sunday.
- 48.7% of the licensed drivers were male, and 77.1% of the drivers with an alcohol-related driver condition in KAB crashes were male.
- Drivers under age 45 were over-represented alcohol-related KAB crashes when compared to licensed drivers.
- 26.8% of the total fatalities in alcohol-related KAB crashes were age 25-34.
- 25.9% of the total persons seriously injured (AB) in alcohol-related KAB crashes were age 25-34.

- 66.3% of fatalities in alcohol-related KAB crashes were unrestrained, compared to 51.8% when alcohol was not involved.
- 56.9% of drivers with an alcohol-related driver condition in KAB crashes were occupants of a passenger vehicle, 32.6% were occupants of a pickup truck and 8.3% were motorcycle operators.

Objective

To limit the projected increase in the number of fatalities involving drivers or motorcycle operators with .08+ BAC from 205 in 2012 to 240 in 2015.

Strategies

Governor's Impaired Driving Prevention Advisory Council

The Governor's Impaired Driving Prevention Advisory Council has been able to build on the momentum generated when Governor Fallin created GIDPAC by Executive Order (2013-03) on February 5, 2013. The Governor confirmed ten (10) Appointees to the Council and various Workgroups were created to begin the process of developing, implementing and overseeing a plan for addressing identified gaps in the State's impaired driving system.

Using the National Highway Traffic Safety Administration's (NHTSA) Impaired Driving Assessment for Oklahoma (2012) as a matrix for the review, seven (7) Workgroups were created to evaluate and prioritize the recommendations and to identify any additional gaps that might not have been previously recognized. Through a series of eleven (11) Workgroup meetings involving more than 70 stakeholders and subject matter experts representing forty-three (43) different entities, GIDPAC developed thirty-seven (37) recommendations the GIDPAC members believe will improve the state's impaired driving system, resulting in a reduction in fatalities and serious injuries caused by individuals who choose to drive under the influence (DUI) of alcohol and/or drugs. Most of those action items can be immediately implemented by state agencies, using their current resources and authority, while others will require further evaluation and possibly legislative action to properly implement.

Key among the recommendations were four (4) specific action steps considered vital to the improvement of Oklahoma's impaired driving system:

- Integrate the current administrative driver license system with the current judicial system for impaired driving offenders;
- Enhance accountability for DUI offenders by limiting jurisdiction for impaired driving cases to District Courts, Municipal Courts of Record, and proposed Certified Impaired Driving Municipal Courts of Record;
- Create an inclusive, statewide impaired driver tracking system;
- Conduct a review of Oklahoma's impaired driving statutes, court rulings and administrative rules to allow for implementation of the Plan's proposals.

GIDPAC will continue researching, evaluating and considering those action items which are outside of the State's current capabilities. After appropriate coordination, GIDPAC will submit an implementation plan to the Governor's office which will include a legislative proposal and a timetable for bringing all of Oklahoma's current DUI initiatives into an organized, comprehensive DUI prevention program.

Enforcement

- Oklahoma will provide sustained enforcement of impaired driving laws by funding and supporting State and local law enforcement programs. Oklahoma will market, coordinate and support multi-jurisdictional impaired driving enforcement programs.
- Use of Publicized Sobriety Checkpoint Programs (*Countermeasures That Work*)
    - Sobriety checkpoints have been found to be an effective way of deterring impaired driving. Agencies participating in directed impaired driving enforcement will be encouraged to make use of sobriety checkpoints for the detection and apprehension of suspected impaired drivers. A training presentation has previously been developed by the Oklahoma District Attorney's Council in cooperation with the Oklahoma County Sheriff's Office to assist agencies in conducting lawful and effective sobriety checkpoints.
    - In combination with sobriety checkpoints, agencies will be encouraged to use other activities, such as saturation patrols, to increase effectiveness.
- Use of Publicized Saturation Patrol Programs (*Countermeasures That Work*)
    - Saturation patrols will be utilized in those areas where jurisdictional policy or available manpower limits or precludes the use of sobriety checkpoints. This is especially appropriate to more rural areas predominant in Oklahoma.
- Impaired Driving Task Forces
    - Oklahoma will support the creation of regional multi-agency impaired driving task forces to further bolster impaired driving enforcement efforts across the state. The task forces will be supervised by the OHP Statewide Impaired Driving Coordinator and coordinated locally by the OHP Law Enforcement Liaisons assigned to the Highway Safety Office.
- Support and require participation by grantee law enforcement agencies in the national and State "Drive Sober or Get Pulled Over" impaired driving crackdown.
    - Encourage statewide participation in the DSOGPO campaign by providing incentive awards to non-grantee law enforcement agencies who participate and report their participation efforts.
- Oklahoma will support aggressive impaired driving enforcement in the three existing Highway Safety Corridors located in Cherokee County, Payne County and Pottawatomie County.
- Oklahoma will assist in coordinating, supporting, publicizing and expanding Place of Last Drink (POLD) and Trace investigations by the Alcohol Beverage Licensing Enforcement (ABLE) Commission.
- Oklahoma will encourage DUI enforcement of impaired motorcyclists in jurisdictions representing higher than normal rates of impaired motorcyclist crashes.
- Targeted High Visibility Enforcement (HVE) efforts will be scheduled throughout the year, paying particular attention to implementing them during high incidence times of the year and with

special emphasis on impaired driving enforcement. For example, HVE efforts may take place during the Christmas and New Year's holiday seasons, St. Patrick's Day, and peak times during the summer, including Independence Day. A minimum of four (4) special emphasis periods will be conducted.

- Provide incentive awards to non-grantee law enforcement agencies in order to encourage participation in the DSOGPO campaign.

Prosecution and Adjudication

- Through the continued and expanded use of a Traffic Safety Resource Prosecutor (TSRP), Oklahoma will continue to educate prosecutors on the importance of prosecutions for alcohol/drug impaired driving. The TSRP will continue to expand training for prosecutors in best practices and emerging trends for the prosecution of alcohol/drug impaired drivers.
- Through the continued and expanded use of a State Judicial Educator (SJE), Oklahoma will educate the judiciary and court personnel on the importance of alcohol/drug impaired driving cases. The SJE will continue to expand training for the judiciary in best practices and emerging trends in the adjudication of alcohol/impaired driving cases.

Training, Technology and Testing

- Oklahoma will continue support law enforcement training efforts through the Council on Law Enforcement Education and Training (CLEET). A CLEET Impaired Driving Training Coordinator will be deployed to coordinate Drugs That Impair (DTI), Standardized Field Sobriety Test (SFST), SFST refresher, Advanced Roadside Impaired Driving Education (ARIDE) and Drug Recognition Education (DRE) training efforts statewide. This will include promotion of training available and implementation of training.
- Oklahoma will continue to fund and promote DRE and ARIDE training for law enforcement officers.
- Oklahoma will continue to support the use of technology in impaired driving enforcement efforts through the use and implementation of Intoxilyzers, Portable Breath Testing (PBT) devices and Passive Alcohol Sensing (PAS) devices.
    - A full-time employee with the Board of Tests will be assigned to promote and conduct Intoxilyzer training in the four main quadrants of the State.
- Oklahoma will continue to support the efforts of the Oklahoma State Bureau of Investigation to conduct timely blood analysis for ethanol and non-ethanol impaired driving cases.
- Oklahoma will deploy the four (4) mobile Impaired Driving Command Centers purchased on FY 14. Final equipping and marking of these vehicles will be accomplished in FY15. These vehicles are intended to assist in DUI checkpoints and saturation patrol events anywhere within the State, but used primarily by the 5 regional DUI prevention teams in support of our ENDUI campaign.

Education and Awareness

- Discourage impaired driving and underage drinking through paid media, earned media, sports marketing, participation in community events and production of materials as the opportunity arises.

- Develop and deploy a comprehensive website to deliver impaired driving awareness messages and link the public to available impaired driving resources.
- Conduct statewide attitude surveys in order to gauge awareness of impaired driving issues.

Program Area Management

- Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Impaired Driving Prevention projects planned for FY2015.
- Through GIDPAC, Oklahoma will develop a comprehensive Statewide strategic plan to reduce the incidence of impaired driving. The Plan will include areas specific to and consistent with NHTSA's Uniform Guidelines for Highway Safety Programs and the Countermeasures That Work.

Countermeasure Programs

Community Impaired Driving Enforcement Projects

Project Title: Community Impaired Driving Enforcement Projects

Agency: Multiple – See Impaired Driving Budget Summary

Project No:	See Budget Summary	**Funding Source:**	402	**Amount:**	$313,105.88
		Funding Source:	164 Transfer	**Amount:**	$495,000.00
		Funding Source:	405(d)	**Amount:**	$85,314.12

Primary Project Type: Impaired Driving **Total Budget:** $893,420.00

Description: Each participating agency will conduct aggressive impaired driving enforcement. Agencies will use commissioned full time or part-time officers/deputies working on an overtime basis to enforce impaired driving laws. Shifts will be scheduled at times most likely to detect impaired driving offenses and at high target locations as indicated by past history, crash reports, arrest records and citizen complaints. These agencies will incorporate active Public Information and Educational programs by working with local schools, civic groups and various media outlets. Agencies will be encouraged to use officers trained in the detection of impaired drivers through programs such as SFST, DTI, ARIDE and DRE. Selected agencies are being provided with a secondary source of funds to address other traffic issues within their jurisdictions based on local problem identification. Funds will be carefully monitored to ensure compliance with fund specific requirements.

Community Impaired Driving Projects include the following fifteen (15) agencies: *Cherokee County SO, Edmond PD, Kay County SO, Lawton PD, Logan County SO, Mustang PD, Norman PD, Oklahoma City PD, Oklahoma Scenic Rivers Commission, Sand Springs PD, Sapulpa PD, Tulsa County SO, Tulsa PD, Tuttle PD, and Washington County SO*. Six of these agencies will have secondary OP or PTS components (Edmond PD, Logan County SO, Norman PD, Oklahoma City PD, Oklahoma County SO, and Sapulpa PD).

High Visibility Impaired Driving Enforcement

Project Title: 2M2L Impaired Driving Task Forces

Agency: Department of Mental Health and Substance Abuse Services

Project No: M5OT-15-03-01-02 **Funding Source:** 405(d) **Amount:** $156,185.00

Primary Project Type: Impaired Driving **Total Budget:** $156,185.00

Description: This project will fund support for 2M2L Law Enforcement Task Forces in Oklahoma and Tulsa Counties, as well as provide support for the 2M2L Regional Coordinators (ABLE agents) to conduct targeted underage drinking enforcement to reduce underage access to alcohol and adult over-service. The Task Forces will be made up of deputies from the Oklahoma and Tulsa County Sheriff's Office with assistance from the ABLE Commission. Mobilizations will be conducted in Oklahoma and Tulsa Counties, to include: underage compliance checks, bar checks for adult over-service, saturation patrols during high consumption times and party patrols to enforce the State's Social Host law. Contractors will also be required to attend one under-aged drinking and/or impaired driving prevention coalition meeting, per quarter, to provide enforcement expertise and consultation. The Task Force will work closely with Regional Coordinators (ABLE agents) to target high-risk establishments using Place of Last Drink data.

Project Title: Impaired Driving Law Enforcement Outreach

Agency: TBD

Project No: AL-15-03-98-00 **Funding Source:** 402 **Amount:** $100,000.00

Primary Project Type: Impaired Driving **Total Budget:** $100,000.00

Description: With the formation of the DUI detection Task Forces statewide, outreach to localized agencies to participate in those enforcement efforts will take place. These funds will be used to fund participation by local law enforcement agencies in these enforcement efforts. Funds may be used to reimburse overtime salary and benefits as well as training for officers participating in task force assignments.

Project Title: OHP Statewide Impaired Driving Enforcement

Agency: Oklahoma Highway Patrol

Project No: M5HVE-15-03-01-09 **Funding Source:** 405(d) **Amount:** $639,412.00
Project No: 164AL-15-03-03-08 **Funding Source**: 164 Transfer **Amount:** $146,465.00

Primary Project Type: Impaired Driving **Total Budget:** $785,877.00

Description: Using Section 405(d) and Section 164 funds, 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 the National Drive Sober or Get Pulled Over crackdown, Troopers will participate in interagency impaired driving enforcement teams, conducting regional enforcement in cooperation with county and local law enforcement. Troopers will

work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

Project Title: OHP Statewide Impaired Driving Coordinator

Agency: Oklahoma Highway Patrol

Project No: M5IDC-15-07-01-00 **Funding Source:** 405(d) **Amount:** $143,057.01

Primary Project Type: Impaired Driving **Total Budget:** $143,057.01

Description: This project funds a full-time position with the Highway Patrol with responsibility for oversight and implementation of the OHP Statewide High Visibility Impaired Driving Enforcement project and the respective regional Statewide Impaired Driving Enforcement Teams. This position works with the Troop Commanders, Patrol Supervisors and local Troopers to facilitate overtime assignments based on problem identification, plans strategic checkpoint activities and works with and assists local authorities in their impaired driving prevention initiatives.

Project Title: Oklahoma County Impaired Driving Education and Enforcement

Agency: Oklahoma County Sheriff's Office

Project No: AL-15-03-04-08 **Funding Source:** 402 **Amount:** $100,000.00
Project No: OP-15-03-03-08 **Funding Source**: 402 **Amount:** $100,000.00
Project No: PT-15-03-16-08 **Funding Source**: 402 **Amount:** $91,000.00

Primary Project Type: Impaired Driving **Total Budget:** $291,000.00

Description: There are two major components to this law enforcement project – impaired driving enforcement and education, and occupant protection enforcement. Oklahoma County patrol and traffic deputies will conduct county wide overtime impaired driving enforcement activities in order to decrease the rate of alcohol involvement in crashes. A full time grant funded deputy will conduct impaired driving and occupant protection outreach and education, not only within Oklahoma County but also at other venues statewide, including care and use of the SIDNE demonstration equipment. In addition to impaired driving activities, deputies will conduct countywide overtime seat belt enforcement as part of the statewide OP plan for increasing seat belt and child restraint use.

Law Enforcement Training Projects

Project Title: Breath Test Operator Training

Agency: Board of Tests for Alcohol and Drug Influence

Project No: M5TR-15-05-02-02 **Funding Source:** 405(d) **Amount:** $75,829.00

Primary Project Type: Impaired Driving **Total Budget:** $75,829.00

Description: This project provides funding for a Lead Instructor to promote and provide Breath Test Operator training on a regional basis in an effort to increase the number of Breath Test Operators and

increase the number of Officers maintaining certification. These efforts will enhance Impaired Driving enforcement initiatives.

Project Title: Impaired Driving Training Coordinator

Agency: Council on Law Enforcement Training and Education (CLEET)

Project No: M5TR-15-05-03-02 **Funding Source:** 405(d) **Amount:** $75,000.00

Primary Project Type: Impaired Driving **Total Budget:** $75,000.00

Description: This project will fund a full-time training coordinator with the Oklahoma Council on Law Enforcement Training and Education to facilitate and coordinate impaired driving training courses throughout the state, including but not limited to: SFST, DTI, DRE, and ARIDE courses.

Project Title: Drug Recognition Expert (DRE) Training

Agency: Norman Police Department

Project No: M5TR-15-02-03-15 **Funding Source:** 405(d) **Amount:** $71,000.00

Primary Project Type: Impaired Driving **Total Budget:** $71,000.00

Description: The Norman Police Department will conduct a Drug Recognition Expert (DRE) school in accordance with published federal guidelines and curriculum, which consists of nine days classroom instruction, hands-on drug evaluation training, and a final exam. Students will be from a variety of different law enforcement agencies from across the State of Oklahoma. The Project Director will coordinate the class with the Oklahoma Highway Safety Office and the Board of Tests of Alcohol and Drug Influence. Each student successfully completing the course will be granted DRE certification.

Project Title: ARIDE Training Project

Agency: Oklahoma Association of Chiefs of Police

Project No: M5TR-15-02-04-14 **Funding Source:** 405(d) **Amount:** $68,047.00

Primary Project Type: Impaired Driving **Total Budget:** $68,047.00

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

Project Title: TRACE Training and Investigations

Agency: Alcoholic Beverage Laws Enforcement (ABLE) Commission

Project No:	M5BAC-15-05-01-02	**Funding Source:**	405(d)	**Amount:**	$22,232.00
Project No:	M5TR-15-05-01-02	**Funding Source:**	405(d)	**Amount:**	$13,312.00

Primary Project Type: Impaired Driving **Total Budget:** $35,544.00

Description: The TRACE program is an investigative component directed towards the successful arrest and prosecution, both criminally and administratively, of those individuals who provide alcohol illegally to persons who are then involved in incidents, including traffic crashes, resulting in death or serious injury. This project will primarily promote TRACE investigation training classes throughout the State to law enforcement officers. This is a 16 hour CLEET accredited class and will train officers on alcohol laws, evidence needed to conduct this type of investigation, and protocols and procedures for conducting TRACE investigations. The locations of these classes will be regionally identified based on past history of alcohol-related fatality collisions. In addition, an ABLE agent will assist in conducting a TRACE investigation on alcohol-related traffic fatalities under the age of 21 when so requested.

Prosecution and Adjudication

Project Title: Traffic Safety Resource Prosecutor

Agency: District Attorneys Council

Project No: M5CS-15-02-01-12 **Funding Source:** 405(d) **Amount:** $190,000.00

Primary Project Type: Impaired Driving **Total Budget:** $190,000.00

Description: Through this project, continuing professional education will be made available to District Attorneys and 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 impaired driving, and others. The project will provide a dedicated liaison between the State's prosecutors and the traffic safety community to work for better coordination in prosecuting traffic safety violations. The District Attorney's Council will provide an experienced attorney to provide oversight and assistance to the Traffic Safety Resource Prosecutor (TSRP) as necessary. The TSRP will prepare written material, conduct seminars and provide legal assistance to Oklahoma prosecutors and law enforcement personnel with regard to impaired driving.

Project Title: State Judicial Educator/Judicial Outreach Liaison

Agency: East Central University

Project No: M5CS-15-02-02-04 **Funding Source:** 405(d) **Amount:** $113,097.00

Primary Project Type: Impaired Driving **Total Budget:** $113,097.00

Description: The goal of the State Judicial Educator (SJE)/Judicial Outreach Liaison (JOL) project is to educate members of the judiciary on impaired driving issues. The SJE/JOL project will provide training to judges and other members of the court on issues relating to the adjudication of impaired drivers. It will

consist of training on topics that may include sentencing, clinical assessment, case management strategies, evaluation of outcomes and treatment options. The SJE/JOL will provide support for education, outreach and technical assistance to enhance the professional competence of all persons performing judicial branch functions.

Project Title: Impaired Driving Testing Program

Agency: Oklahoma State Bureau of Investigation

Project No: M5BAC-15-05-02-07 **Funding Source:** 405(d) **Amount:** $200,000.00

Primary Project Type: Impaired Driving **Total Budget:** $200,000.00

Description: This project will continue to fund two full-time technician/chemist positions to operate the GC/MSD (gas chromatograph/mass selective detector) analysis device and the LC/MS/MS (liquid chromatography/tandem mass spectrometry). These positions are 100% dedicated to testing alcohol/drug blood samples submitted to the OSBI laboratory for the prosecution of impaired driving cases. The services of the skilled technicians will provide an efficient evaluation in a timelier manner, resulting in increased prosecution rates and fewer plea agreements.

Education and Awareness

Project Title: DMHSAS AlcoholEdu Project

Agency: Department of Mental Health and Substance Abuse Services

Project No: M5TR-15-05-04-02 **Funding Source:** 405(d) **Amount:** $58,371.00

Primary Project Type: Impaired Driving **Total Budget:** $58,371.00

Description: Through a partnership between DMHSAS and the Department of Education, AlcoholEdu is available to all Oklahoma high schools. AlcoholEdu is an online, evidence-based, alcohol prevention course included in SAMHSA's National Registry of Evidence-based Programs and Practices. The program directed at youth, has demonstrated positive outcomes in increasing alcohol-related knowledge, decreasing acceptance of underage drinking, reducing underage drinking and reducing riding with an intoxicated driver. The proposed project will utilize funds to significantly increase the number of high schools participating in AlcoholEdu through an innovative implementation plan. The DMHSAS will produce a promotional video, highlighting success stories and data outcomes of the program, for school administrators as well as provide supplementary program resources such as school supplies and evidence-based prevention materials to participating schools.

Project Title: DMHSAS Alcohol Purchase Survey

Agency: Department of Mental Health Substance Abuse Services

Project No: M5IS-15-05-01-02 **Funding Source:** 405(d) **Amount:** $112,768.00

Primary Project Type: Impaired Driving **Total Budget:** $112,768.00

Description: The DMHSAS will conduct a statewide alcohol purchase survey using a random sample of off-premise retail outlets selling alcohol and 3.2 beer. The purpose of the survey is to determine statewide youth access to alcohol and 3.2 beer, to collect data regarding retailers who may or may not conduct age verification of young people attempting to purchase alcohol or 3.2 beer, and to compile data that will assist in identifying areas of focus statewide for countermeasures directed at preventing underage drinking and impaired driving. Results will be utilized to determine the most effective deployment of resources in education, prevention, and enforcement. DMHSAS will hire a part-time Prevention Program Field Representative who will be responsible for managing necessary program expenses and submitting and maintaining all necessary paperwork, files, and other project-related activities and reports. DMHSAS will contract with the University of Oklahoma to complete the survey including compensation for surveyors, necessary survey supplies, related travel expenses, and a report detailing the results of the survey.

Project Title: Governor's Impaired Driving Prevention Task Force (GIDPAC)

Agency: Office of the Governor / OHSO

Project No:	164AL-15-07-01-00	**Funding Source:**	164 Transfer	**Amount:**	$165,000.00
Project No:	M5OT-15-07-01-02	**Funding Source**:	405(d)	**Amount:**	$516,951.00

Primary Project Type: Impaired Driving **Total Budget:** $681,951.00

Description: GIDPAC has been directed by the Governor of Oklahoma to continue its stated purpose of making recommendations to the Governor to address the impaired driving problem in Oklahoma. In expectation that additional items may be recommended, these funds are dedicated solely to implementation or improvement of projects to address those recommendations.

Project Title: OSU Impaired Driving Project

Agency: Oklahoma State University Police Department

Project No:	164AL-15-06-01-07	**Funding Source:**	164 Transfer	**Amount:**	$89,276.00

Primary Project Type: Impaired Driving **Total Budget:** $89,276.00

Description: This project will fund a full-time Project Officer with the Oklahoma State University Police Department. This officer will devote 100% of his/her time to alcohol impaired driving education and traffic enforcement, with approximately 75% of time dedicated to education and 25% to enforcement. The Project Officer will develop and conduct safety presentations for the OSU community and surrounding communities on a regular basis. The assigned officer will work with the Stillwater Police Department Task Force to conduct compliance checks on local establishments serving or selling alcohol to the public, and will work with the OSU Police Department to provide "special emphasis" enforcement targeting impaired driving and other alcohol violations during periods of increased alcohol usage, such as holidays and special events on campus.

Project Title: OU Conference Pros

Agency: OU Conference Pros

Project No:	PT-15-05-04-11	**Funding Source:**	405(d)	**Amount:**	$50,000.00
Project No:	M5TR-15-05-05-11	**Funding Source:**	402	**Amount:**	$50,000.00

Primary Project Type: Police Traffic Services **Total Budget:** $100,000.00

Description: OU Conference Pros will provide conference planning services for the OHSO as outlined in their Statement of Work for the annual OHSO Project Directors Course, the Annual Traffic Safety Forum, and other conference services as requested and applicable to the SOW. Section 405(d) funds will be used to support training and education of LE officers, judges and prosecutors during specific breakout sessions at these annual events as authorized on 1200 Subpart C, Section 1200.23(i).

Project Title: Alcohol/Impaired Driving PI&E

Agency: OHSO

Project No: M5TR-15-04-01-00 **Funding Source:** 405(d) **Amount:** $21,500.00
Project No: M5PEM-15-02-03-00 **Funding Source:** 405(d) **Amount:** $30,000.00

Primary Project Type: Impaired Driving **Total Budget:** $51,500.00

Description: The OHSO will use this funding to promote various PI&E activities, including development and printing of brochures, videos, literature, promotional items, etc. Funds will also be used to purchase ENDUI car wraps as part of the statewide Impaired Driving Plan.

Program Area Management

Project Title: Program Area Management – Alcohol/Impaired Driving

Agency: OHSO

Project No: AL-15-07-01-00 **Funding Source:** 402 **Amount:** $325,437.00

Primary Project Type: Impaired Driving **Total Budget:** $325,437.00

Description: Program management for projects within the Impaired Driving Prevention Program Area will be provided by OHSO personnel to monitor and oversee programs in accordance with the chart on page 26. Travel and training may be included in the project for monitoring, workshops, and seminars.

Budget Summary: Alcohol and Impaired Driving

Project Number					Project Name	Budget	Budget Source
M5BAC-	15-	05-	01-	02	Able Commission - Investigation	22,232.00	Section 405d
M5TR-	15-	05-	01-	02	Able Commission - Training	13,312.00	Section 405d
AL-	15-	03-	98-	00	AL outreach LE	100,000.00	Section 402
M5TR-	15-	05-	02-	02	Board of Test	75,829.00	Section 405d
164AL-	15-	03-	02-	03	Cherokee County SO	24,000.00	164 Transfer Funds
M5TR-	15-	05-	03-	02	CLEET Coordinator	75,000.00	Section 405d
M5CS-	15-	02-	01-	12	District Atty's Council	190,000.00	Section 405d
M5TR-	15-	05-	04-	02	DMHSAS - Edu	58,371.00	Section 405d
M5IS-	15-	05-	01-	02	DMHSAS - Survey	112,768.00	Section 405d
M5OT-	15-	03-	01-	02	DMHSAS - Task Force	156,185.00	Section 405d
M5IDC-	15-	07-	01-	00	DPS - OHP - Impaired Driving Coordinator	143,057.01	Section 405d
M5HVE-	15-	03-	01-	09	*DPS - OHP - OT*	639,412.00	Section 405d
164AL-	15-	03-	03-	08	DPS - OHP - OT	146,465.00	164 Transfer Funds
M5CS-	15-	02-	02-	04	East Central Univ SJE	113,097.00	Section 405d
AL-	15-	03-	01-	17	Edmond PD	46,000.00	Section 402
M2HVE-	15-	03-	03-	17	Edmond PD	46,000.00	Section 405b
M5OT-	15-	07-	01-	02	GIDPAC	516,951.00	Section 405d
164AL-	15-	07-	01-	00	GIDPAC	165,000.00	164 Transfer Funds
164AL-	15-	03-	05-	07	Kay County SO	20,000.00	164 Transfer Funds
164AL-	15-	03-	10-	12	Lawton PD	100,000.00	164 Transfer Funds
AL-	15-	03-	02-	06	Logan County SO	46,770.00	Section 402
OP-	15-	03-	02-	06	Logan County SO	10,000.00	Section 402
AL-	15-	03-	03-	01	Mustang PD	27,000.00	Section 402
164AL-	15-	03-	06-	07	Norman PD	35,000.00	164 Transfer Funds
M2HVE-	15-	03-	06-	07	Norman PD	25,000.00	Section 405b
PT-	15-	03-	14-	07	Norman PD	16,500.00	Section 402
M5TR-	15-	02-	03-	15	Norman PD DRE	71,000.00	Section 405d
M5TR-	15-	02-	04-	14	OACP - ARIDE	68,047.00	Section 405d
164AL-	15-	03-	07-	11	Oklahoma City PD	153,000.00	164 Transfer Funds
M2HVE-	15-	03-	07-	11	Oklahoma City PD	133,000.00	Section 405b
PT-	15-	03-	15-	11	Oklahoma City PD	2,000.00	Section 402
AL-	15-	03-	04-	08	Oklahoma County SO	100,000.00	Section 402
OP-	15-	03-	03-	08	Oklahoma County SO	100,000.00	Section 402
PT-	15-	03-	16-	08	Oklahoma County SO	91,000.00	Section 402
M5BAC-	15-	05-	02-	07	OSBI	200,000.00	Section 402
164AL-	15-	06-	01-	07	*OSU PD*	89,276.00	164 Transfer Funds
M5TR-	15-	05-	05-	11	OU Conference Pros	50,000.00	Section 405d
PT-	15-	05-	04-	11	OU Conference Pros	50,000.00	Section 402
M5TR-	15-	04-	01-	00	PI&E	21,500.00	Section 405d
AL-	15-	07-	01-	00	Program Area Management	325,437.00	Section 402
AL-	15-	03-	05-	12	Sand Springs PD	48,300.00	Section 402
AL-	15-	03-	06-	14	Sapulpa PD	30,000.00	Section 402
PT-	15-	03-	20-	14	Sapulpa PD	27,000.00	Section 402
M5HVE-	15-	03-	02-	04	Scenic Rivers Commission	12,500.00	Section 405d
164AL-	15-	03-	09-	08	Tulsa County SO	105,000.00	164 Transfer Funds
PT-	15-	03-	24-	08	Tulsa County SO	2,000.00	Section 402
AL-	15-	03-	07-	08	Tulsa PD	74,180.88	Section 402
M5HVE-	15-	03-	03-	08	Tulsa PD	72,814.12	Section 405d
AL-	15-	03-	08-	03	Tuttle PD	13,000.00	Section 402
AL-	15-	03-	09-	06	Washington County SO	27,855.00	Section 402
PT-	15-	07-	02-	00	State Match	284,260.72	State of Oklahoma
M2HVE-	15-	07-	02-	00	State Match	51,000.00	State of Oklahoma
M5HVE-	15-	07-	02-	00	State Match	653,018.78	State of Oklahoma
402 Total						**1,137,042.88**	
405B Total						**204,000.00**	
405D Total						**2,612,075.13**	
164 Transfer Total						**837,741.00**	
State Funds Total						**988,279.50**	
Total All Funds						**5,779,138.51**	

BICYCLIST AND PEDESTRIAN SAFETY

Problem Identification

Oklahoma experienced sixty-five (65) pedestrian fatalities in 2012 (FARS data). Based on state review, approximately 65% occurred within the greater metropolitan areas of Oklahoma City and Tulsa, while approximately 35% occurred outside of those areas. The trend line indicates a continued gradual rise over the next three years.

In accordance with 23 CFR 1200.11 (c) (4), OHSO conducts an extensive analysis of Bicyclist and Pedestrian related collisions and evaluates all grant applications for potential partners to implement countermeasures specific to the analysis. OHSO makes every effort to create programs and award grants in order to address the following:

Bicyclists (pedal cyclists)

- Pedal cyclist involved KAB crashes represent 1.6% of the total KAB crashes.
- 81.4% of pedal cyclist involved KAB crashes occurred on city streets.
- 38.2% of pedal cyclist involved KAB crashes occurred between 4:00 p.m. and 7:59 p.m. and another 22.5% occurred between Noon and 3:59 p.m.
- 15.2% of pedal cyclist involved KAB crashes occurred in both October and another 13.2% occurred in May.
- 18.1% of pedal cyclist involved KAB crashes occurred on Tuesday and another 15.7% occurred on Monday.
- 25.5% of pedal cyclist involved KAB crashes occurred in Oklahoma County, 25.0% in Tulsa County and 10.8% in Cleveland County.
- 22.8% of pedal cyclist involved KAB crashes occurred in Oklahoma City, 21.7% in City of Tulsa and 10.3% occurred in Norman. Percentages are based on cities of 5,000+ population.
- 25.2% of pedal cyclists with KAB injuries were under age 15, 24.3% were age 16-25 and 21.4% were age 46-55.
- 78.2% of pedal cyclists with KAB injuries were male.
- 23.8% of the pedal cyclists with KAB injuries had an unknown action, 21.8% were riding with traffic and 18.9% were crossing at an intersection.

Pedestrians

- Pedestrian involved KAB crashes represent 3.7% of the total KAB crashes.
- 69.8% of pedestrian involved KAB crashes occurred on city streets.
- 26.0% of pedestrian involved KAB crashes occurred between 4:00 p.m. and 7:59 p.m., 25.3% occurred between 8:00 p.m. and 11:59 p.m. and 16.5% occurred between Noon and 3:59 p.m.
- 11.1% of pedestrian involved KAB crashes occurred in October and another 9.9% occurred in November.

- 19.9% of pedestrian involved KAB crashes occurred on Friday, 16.3% occurred on Wednesday and 15.8% occurred on Monday.
- 33.2% of pedestrian involved KAB crashes occurred in Oklahoma County, 24.2% in Tulsa County and 7.0% in Cleveland County.
- 32.7% of pedestrian involved KAB crashes occurred in Oklahoma City, 23.8% in City of Tulsa and 5.7% occurred in Norman. Percentages are based on cities of 5,000+ population.
- 25.7% of pedestrians with KAB injuries were under age 16-25, 16.1% were under age 15 and 15.7% were age 26-35.
- 66.2% of pedestrians with KAB injuries were male.
- 31.7% of pedestrians with KAB injuries were riding with traffic, 20.6% were crossing at an intersection and action was unknown for 16.1% of the pedestrians.

Objectives

To decrease the number of pedestrian fatalities from 65 in 2012 to 60 in 2015.
To limit an increase in the number of bicyclist fatalities from 5 in 2012 to 10 in 2015.

Strategies

The OHSO will promote the use of various strategies in addressing these problems, including several of those delineated in the NHTSA publication *Countermeasures That Work*. A number of cities in Oklahoma have already implemented bicyclist passing laws, with most requiring a 3 foot distance be maintained when passing a bicyclist. The OHSO currently publishes a Bicycle Safety brochure, including changes recommended by the Oklahoma Bicycle Society. Other strategies include:

- Promote adoption of bicyclist passing laws
- Targeted "Share the Road" awareness programs
- Promote the establishment of Pedestrian Safety Zones
- Promote enhanced signage at crosswalks
- Increased directed bicyclist education through selective message signs

Bicyclist/Pedestrian Safety Projects

Education and Awareness

Project Title: INCOG Bicycle/Pedestrian Safety Project

Agency: Indian Nations Council of Governments

Project No: PS-15-02-01-01 **Funding Source:** 402 **Amount:** $30,711.00

Primary Project Type: Bicycle/Pedestrian Safety **Total Budget:** $30,711.00

Description: One of five goals identified by the INCOG Bicycle/Pedestrian Advisory Committee for the Tulsa Area in 2012 was to develop a public education campaign designed for the general public, public schools students and other community groups, with the goal of teaching safe bicycle and

pedestrian practices. INCOG will implement activities to educate motorists and pedestrians on best practices for safe crossing. Project activities will include educational outreach efforts through paid and earned media, placement of strategic high visibility crosswalk signage, and the "WATCH for ME" pedestrian awareness program highlighting strategic locations where serious pedestrian injuries or fatalities have occurred in the Tulsa Area. INCOG will implement a media and information campaign that targets both bicyclists and motorists, educating each group on the rules of the road, particularly in sharing the road with other vehicles. INCOG will direct resources to appropriate areas and strategic locations along known bike routes.

Bicyclists and Pedestrian Safety: Budget Summary							
Project Number					**Project Name**	**Budget**	**Budget Source**
PS-	15-	02-	01-	01	Indian Nations Council of Governments	30,711.00	Section 402
PT-	15-	07-	02-	00	State Match	7,677.75	State of Oklahoma
402 Total						**30,711.00**	
State Funds Total						**7,677.75**	
Total All Funds						**38,388.75**	

DRIVER EDUCATION

Problem Identification

In 2012, there were 80 drivers under the age of 21 involved in fatality crashes in Oklahoma compared to a high of 139 in 2008 and 102 in 2011 – representing *a decline of 42%* over that five year period! Effective November 1, 2012, the written and skills test to obtain a drivers license was waived for persons (primarily young drivers and students) successfully completing a State sanctioned driver education school, which was designed and intended to increase participation in these schools dramatically. As such, the programs identified are designed to impact the number of serious motor vehicle crashes involving young drivers. How to impact youth with the traffic safety message has long been a goal. **Various programs, including the *Alive at 25* program, have been recognized and adopted by the National Safety Council as well as local agencies to promote the youth traffic safety message. Distracted driving has more recently come to the forefront of recognized unsafe behaviors. Studies have shown that up to 46% of teens admit to texting while driving.** Most professional groups recognize the dangers of distracted driving, but separating the various causes (cell phones, texting, audio equipment, passenger distraction) continues to be a point for discussion. **Oklahoma will utilize a variety of known and accepted education methods, as well as pilot programs, to reach this high risk group.**

Objective

To reduce the number of drivers under the age of 21 involved in fatality crashes from 80 in 2012 to 69 in 2015.

Strategies

- Provide additional driver training to younger drivers through the *Alive at 25* program promulgated by the National Safety Council.
- Support robust, meaningful basic driver education by providing quality assurance services through the Oklahoma Department of Public Safety.
- To improve teen awareness of distracted driving and the consequences of electronic distraction through a peer to peer teen mentor educational program.

Driver Education Projects

Education and Awareness

Project Title: Alive at 25 Program

Agency: Oklahoma Safety Council

Project No: DE-15-02-01-05 **Funding Source:** 402 **Amount:** $20,000.00

Primary Project Type: Driver Education **Total Budget:** $20,000.00

Description: Alive at 25 is a course developed by the National Safety Council focusing on teenagers and young adults ages 15-24. It is designed to be an early intervention program to help prevent traffic violations, collisions and/or fatalities involving young drivers through education. This project will focus on training Alive at 25 instructors and effectively presenting the program. Alive at 25 is taught exclusively by trained police officers and certified driving instructors in Oklahoma in one four-hour session. Topics addressed include speeding, distracted driving, aggressive driving, seat belts, impaired driving and other life-or-death issues pertinent to teen drivers.

Project Title: Distracted Driving Prevention

Agency: Educational Alternatives

Project No: DE-15-02-02-01 **Funding Source:** 402 **Amount:** $81,477.00

Primary Project Type: Driver Education **Total Budget:** $81,477.00

Description: This is a pilot project by Educational Alternatives to develop a statewide program to educate high school students in the dangers of distracted driving. In cooperation with the Oklahoma Family Career and Community Leaders Association of Oklahoma, Educational Alternatives will develop a distracted driving education and training program and curriculum for presentation at six leadership and activity planning conferences. The conference attendees will be composed of teams of 5 students and one advisor from each participating school. The FCCLA has a membership of 12,943 students, with chapters in 413 Oklahoma junior high schools, high schools and technology centers. The approach will use slightly older peers (college students) to motivate and train high school students. In addition there will be a state-wide competition and an awards program conducted at the state capitol.

Project Title: Driver Education Quality Assurance Program

Agency: Department of Public Safety

Project No: DE-15-05-01-03 **Funding Source:** 402 **Amount:** $79,123.00

Primary Project Type: Driver Education **Total Budget:** $79,123.00

Description: The Department of Public Safety is in the second year of a 3-year program implemented as a pilot project in March 2013 to perform audits, in-class monitoring, and oversight of commercial driver education schools providing initial training for youthful drivers, and the DPS Designated Examiner Program. This ongoing project will provide grant funding for two Driver Education Quality Assurance Officers at 100% federal funding for the first year, 75% federal funding for the second year, and 50% federal funding for the third year. Two full-time DEQA Officers were hired, trained and will continue to conduct in-depth auditing and monitoring of school facilities, classroom instruction and instructors to ensure that students are receiving appropriate training that meets state standards. The DEQA Officers will be responsible for ongoing review and development of procedures and/or applicable administrative rules necessary to perform program tasks, ongoing review and certification of designated driver license examiners, certification and annual recertification of instructors and schools, submission, maintenance, and updating of all records and reports relating to commercial driver education provider audits, provide and maintain documentation of all project related tasks performed, and attend necessary continuing education or periodic training in driver education standards.

Driver Education: Budget Summary

Project Number					Project Name	Budget	Budget Source
DE-	15-	02-	01-	05	OK Safety Council	20,000.00	Section 402
DE-	15-	05-	01-	03	DPS - QA DL	79,123.00	Section 402
DE-	15-	02-	02-	01	Educational Alternatives	81,477.00	Section 402
PT-	15-	07-	02-	00	State Match	45,150.00	State of Oklahoma
402 Total						**180,600.00**	
State Funds Total						**45,150.00**	
Total All Funds						**225,750.00**	

MOTORCYCLE SAFETY

Problem Identification

Motorcycle fatalities showed a significant spike in 2009, believed to be the result of a growing number of older age riders (age 50+). From 2008 to 2012, the 46-55 age group was the leading age group represented in motorcyclist fatalities in Oklahoma at 24.5%. This increase has paralleled the increase in motorcycle registrations. Motorcyclist fatalities tend to be rather erratic in nature, due to the large influence of weather conditions and gas prices on motorcycle use. The five year trend line previously showed small increases in the number of fatalities, but has flattened out somewhat from the prior increases, with a projection of 84 fatalities projected for 2015. Un-helmeted motorcyclist fatalities, on

the other hand, are projected to still show slight increases, mainly as a result of the lack of a mandatory helmet law for riders age 18 and over. **The Motorcycle Safety Foundation is recognized as the primary source of authoritative motorcycle training and educational programs in the U.S. By Administrative Rule, Oklahoma has adopted the MSF rules and training requirements as the basis for our motorcycle safety training programs. By utilizing the MSF program guidelines and the Oklahoma Motorcycle Safety Committee recommendations, Oklahoma remains committed to supporting and implementing sound motorcycle safety programs in the upcoming program year.**

In accordance with 23 CFR 1200.11 (c) (4), OHSO conducts an extensive analysis of Motorcycle related collisions and evaluates all grant applications for potential partners to implement countermeasures specific to the analysis. OHSO makes every effort to create programs and award grants in order to address the following:

- Motorcycle KAB crashes represent 831% of the total KAB crashes.
- 37.1% of motorcycle KAB crashes occurred on city streets.
- 31.5% of motorcycle KAB crashes occurred between 4:00 p.m. and 5:59 p.m., 25.4% between Noon and 3:59 p.m. and 17.8% between 8:00 p.m. and 11:59 p.m.
- 13.9% of motorcycle KAB crashes occurred in May, 12.2% occurred in August and 12.0% occurred in both July and September.
- 20.8% of motorcycle KAB crashes occurred on Saturday and 14.8% occurred on Sunday.
- 53.4% of motorcycle KAB crashes involved only the motorcycle.
- 89.0% of the licensed drivers with a motorcycle endorsement were male, and 95.5% of the motorcycle operators in KAB crashes were male.
- Motorcycle operators with KAB injuries under age 45 were over-represented in KAB crashes when compared to licensed drivers with a motorcycle endorsement.
- 22.9% of the total motorcycle fatalities KAB crashes were age 45-54.
- 22.6% of the motorcyclists seriously injured (AB) KAB crashes were age 25-34.
- 70.4% of motorcyclists with known helmet use were killed.
- 25.8% of the motorcycle operators in KAB crashes were operating at an unsafe speed, 6.3% mad an improper act or movement and 5.6% were inattentive.

Objectives

To prevent an increase in the number of motorcyclist fatalities from 84 occurring in 2012 to no more than 84 in 2015.
To limit the projected increase in the number of un-helmeted motorcyclist fatalities from 63 in 2012 to 70 in 2015.

Strategies

Training and Education

- Oklahoma will maintain and expand innovative motorcycle training programs through the statewide training programs.
- Oklahoma will continue to increase the number of certified motorcycle safety instructors.
- Oklahoma will take steps to ensure consistent, quality instruction in motorcycle safety training courses.
- Oklahoma will work to increase the capacity of government, private, and non-profit entities to provide motorcycle safety training.

Impaired Motorcyclist Enforcement

- Oklahoma will encourage law enforcement agencies in areas experiencing high rates of motorcycle KAB crashes to be alert for impaired motorcyclists.

Communications

- Oklahoma will promote the benefits of training and licensing through motorcycle dealers, civic groups, social media, and other appropriate forums.
- Oklahoma will conduct a motorcycle helmet survey and communicate the results to the media and motorcycling community along with data related to the efficacy of motorcycle helmets in reducing the risk of injury and death.
- Oklahoma will continue to promote a safer environment for motorcyclists through "Share the Road" advertising and messaging.
- The OHSO will continue to support the efforts of the Oklahoma Motorcycle Safety Committee to improve education and training.

Program Area Management

- Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Motorcycle Safety projects planned for FY2015.

Motorcycle Safety Programs

Community Motorcycle Safety Projects

Project Title: Community Motorcycle Safety Projects

Agency: Multiple – See Motorcycle Budget Summary

Project No:	See Budget Summary	**Funding Source:**	402	**Amount:**	$17,650.00
		Funding Source:	State Funds	**Amount:**	$25,000.00

Primary Project Type: Motorcycle Safety **Total Budget:** $42,650.00

Description: The participating agencies will use Police Officers to conduct motorcycle safety clinics in their communities. These officers will work in an overtime capacity for preparation, teaching or presenting Motorcycle Safety Training and/or Motorcycle Share the Road Programs, primarily during the riding season to civilian motorcycle riders to enhance their riding skills and safety. Training will focus on

turning, braking and clutch/throttle control, and how to maneuver their motorcycles through simulated obstacles and traffic situations. Officers will also address safety issues concerning motorcycle equipment and provide minor maintenance tips. Students will be required to provide their own motorcycle, approved helmet, proof of insurance, proper clothing and a valid driver license with motorcycle endorsement. PI&E materials will also be provided, advertising the motorcycle classes through press releases, flyers and website postings. All promotional items will be pre-approved to include necessary justification and dissemination information.

Community Motorcycle Safety Projects include the following two agencies: Broken Arrow PD and Tulsa PD.

Statewide Motorcycle Safety Projects

Project Title: Edmond Motorcycle Safety Education

Agency: Edmond Police Department

Project No:	M9MT-15-02-01-17	**Funding Source:**	405(f)	**Amount:**	$34,125.00
	M9MA-15-02-01-17	**Funding Source:**	405(f)	**Amount:**	$11,375.00

Primary Project Type: Motorcycle Safety **Total Budget:** $45,500.00

Description: The Edmond Police Department will continue implementation of a 2 phase program, including: 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 and using Share-the Road model language; and 2) the expansion and delivery of a Motorcyclist Safety Curricula for the purpose of educating motorcycle riders in safe operation of motorcycles and the risk of impaired riding. This program may be presented throughout the state and may include displays and/or presentations at safety fairs, car shows, motorcycle rallies and other venues that attract large numbers of attendees. Officers will work in an overtime capacity while instructing and presenting this program statewide, which may also include in-state travel expenses. All promotional items will be pre-approved to include necessary justification and dissemination information.

Project Title: OHP Motorcycle Safety Education

Agency: Oklahoma Highway Patrol

Project No: STMC-15-06-01-01 **Funding Source:** State Funds **Amount:** $55,000.00

Primary Project Type: Motorcycle Safety **Total Budget:** $55,000.00

Description: Oklahoma Highway Patrol Troop MC currently provides a statewide motorcycle safety awareness program called "The Motorcycle Survival Course." Troop MC conducts approximately 25 classes per year, potentially training around 400 students per year. In addition, they will conduct PI&E events statewide at safety fairs, car shows, motorcycle rallies, schools, local organizations, and other venues that attend to attract large crowds to promote Share the Road education. As approved by the Oklahoma Motorcycle Safety Committee, this project will utilize state funding to purchase two (2) Ford

F-150 Eco-Boost ½ ton trucks that will allow DPS to continue providing Motorcycle Safety Awareness statewide.

Training and Education

Project Title: Great Plains Motorcycle Safety Education

Agency: Great Plains Technology Center

Project No: STMC-15-02-01-04 **Funding Source:** State Funds **Amount:** $30,000.00

Primary Project Type: Motorcycle Safety **Total Budget:** $30,000.00

Description: The Great Plains Technology Center (GPTC) currently provides the MSF/DPS-approved motorcycle safety education course. GPTC will offer Basic Rider Course 1, Basic Rider Course 2, Advanced Rider Course, and Introductory Motorcycle Experience courses. This program will be implemented at the Great Plains Technology Center in Lawton, OK. GPTC will also implement a Motorcycle Awareness Program that will provide public awareness through the distribution of outreach materials to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed and using Share-the-Road model language. Great Plains Technology Center will also host the MSF Curriculum Update Course in October of 2014. This training will ensure that current RiderCoaches and RiderCoach Trainers in Oklahoma have the necessary training to conduct courses based on the new 2014 MSF curriculum.

Project Title: OSU-OKC Motorcycle Safety Education

Agency: Oklahoma State University-Oklahoma City

Project No: STMC-15-02-02-04 **Funding Source:** State Funds **Amount:** $81,861.00

Primary Project Type: Motorcycle Safety **Total Budget:** $81,861.00

Description: The Center for Safety and Emergency Preparedness (CSEP) at Oklahoma State University-Oklahoma City will host the MSF/DPS approved “Ready to Ride” course (R2R) and the 3 wheel Basic Rider Course, for licensed riders seeking to improve their street survival skills. OSU-OKC is the only facility offering 3 wheel BRC training in Oklahoma. OSU/OKC will utilize part time instructors for the preparation and presentation of the training courses as well as “Share the Road” training. State funds will also be utilized for the purchase of new training motorcycles to increase student capacity.

Project Title: Southern Oklahoma Technology Center Motorcycle Education

Agency: Southern Oklahoma Technology Center

Project No: STMC-15-02-03-03 **Funding Source:** State Funds **Amount:** $23,000.00

Primary Project Type: Motorcycle Safety **Total Budget:** $23,000.00

Description: The Southern Oklahoma Technology Center (SOTC) will provide MSF/DPS approved motorcycle Basic Rider Courses and Advanced Rider Courses. Utilizing grant funds, part time instructors will provide training to the general public at the SOTC in Ardmore OK. This will allow riders to receive much needed MSF approved training regarding safe operation of motorcycles and increased awareness of impaired riding during the riding season, March through September. SOTC will provide maintenance and improvements of the training riding range and classroom facilities for training purposes, maintain inventory of safety equipment and ensure every rider that receives training wears appropriate safety gear, including helmets.

Project Title: Southwest Technology Center Motorcycle Education

Agency: Southwest Technology Center

Project No: STMC-15-02-04-01 **Funding Source:** State Funds **Amount:** $40,000.00

Primary Project Type: Motorcycle Safety **Total Budget:** $40,000.00

Description: The Southwest Technology Center (SWTC) will provide the MSF/DPS approved motorcycle Basic Rider Course training at their facility in Altus, OK. Grant funds will be used to purchase additional motorcycles to provide MSF approved training regarding safe operation of motorcycles and increased awareness of impaired riding during the riding season, March through September. SWTC will provide maintenance and improvements of the training riding range and classroom facilities, for training purposes and will maintain inventory of safety equipment and ensure every rider that receives training wears appropriate safety gear, including helmets.

Project Title: DPS Motorcycle Education Quality Assurance Program

Agency: Department of Public Safety

Project No: M9MT-15-05-01-03 **Funding Source:** 405(f) **Amount:** $64,364.00

Primary Project Type: Motorcycle Safety **Total Budget:** $64,364.00

Description: The Department of Public Safety began conducting audits and inspections of commercial motorcyclist training schools in March 2013. A full-time Motorcycle Quality Assurance Officer was hired and trained and will continue to conduct in-depth auditing and monitoring of school facilities, classroom instruction and instructors to ensure that students are receiving appropriate training that meets state standards. The MCQA Officer will be responsible for ongoing review and development of procedures and/or applicable administrative rules necessary to perform program tasks. Other responsibilities of the MCQA Officer includes certification and annual recertification of instructors and schools, submission, maintenance, and updating of all records and reports relating to commercial motorcycle education provider audits, provide and maintain documentation of all project related tasks performed, and attend necessary continuing education or periodic training in quality assurance and/or MSF standards.

Project Title: National Guard Motorcycle Safety Training

Agency: Oklahoma National Guard

Project No: MC-15-05-01-04 **Funding Source:** State Funds **Amount:** $5,000.00

Primary Project Type: Motorcycle Safety **Total Budget:** $5,000.00

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

Program Area Management

Project Title: Program Area Management – Motorcycle Safety

Agency: OHSO

Project No: MC-15-07-01-00 **Funding Source:** 402 **Amount:** $41,126.00
Project No: STMC-15-07-01-00 **Funding Source**: State Funds **Amount:** $99,639.00

Primary Project Type: Motorcycle Safety **Total Budget:** $140,765.00

Description: Program management for projects within the Motorcycle Safety Program Area will be provided by OHSO personnel to monitor and oversee programs in accordance with the chart on page 26. Travel and training may be included in the project for monitoring, workshops, and seminars.

Motorcycle Safety: Budget Summary

Project Number					Project Name	Budget	Budget Source
MC-	15-	02-	02-	14	Broken Arrow PD	17,650.00	Section 402
M9MT-	15-	05-	01-	03	DPS - QA Coordinator	64,364.00	Section 405f
M9MA-	15-	02-	01-	17	Edmond PD	11,375.00	Section 405f
M9MT-	15-	02-	01-	17	Edmond PD	34,125.00	Section 405f
MC-	15-	07-	01-	00	Program Area Management	46,126.00	Section 402
M9MT-	15-	07-	02-	00	State Match	27,466.00	State of Oklahoma
MC-	15-	07-	02-	00	State Match	15,944.00	State of Oklahoma
402 Total						**63,776.00**	
405F Total						**98,489.00**	
State Funds Total						**43,410.00**	
Total All Funds						**205,675.00**	

**The State Match total shown in the Motorcycle Safety Budget Summary does not reflect the total of State Motorcycle funds provided. The difference will be used toward 402 match requirements in other sections. State funded programs described are not included in the Motorcycle Safety Budget Summary.*

OCCUPANT PROTECTION

Problem Identification

Unrestrained passenger vehicle occupant fatalities have decreased significantly in Oklahoma over the past few years, from 338 in 2008 to 282 in 2012. This drop is an almost 17% reduction. Trends indicate further reductions in the future. However, the State's observed seat belt use rate has remained relatively unchanged since 2006. The observed seat belt use rate in the 2013 state survey was 83.6 percent, basically unchanged from the 83.8 percent rate in 2012. The 2013 survey reflected a child restraint use rate of 87.8 percent, down slightly from the 89.1 percent rate in 2012 (the CPS rates refer to observed use rate, not necessarily reflecting proper use). As of June 1, 2014, Oklahoma's recertification rate for CPS technicians stood at 47.4 percent, up slightly from the 44.6 percent rate in 2013, but still well below the national average of 54.2 percent. According to Safe Kids Worldwide studies, a vast majority of parents or caregivers struggle with properly installing child restraint seats. **High visibility enforcement coupled with education has long been recognized as one of the most effective means to change behavior. As graphically represented on page 23 of the Oklahoma 2015 Application for National Priority Safety Program Grants (23 U.S.C. 405, 1200.21), the OHSO has identified seventeen (17) counties representing 70% of the State's population for enhanced OP efforts. All PTS and OP specific projects are encouraged to include OP enforcement as a common component of their projects. Several projects, including the OHP Statewide OP Enforcement Project, are designated as OP specific in their efforts.**

In accordance with 23 CFR 1200.11 (c) (4), OHSO conducts an extensive analysis of Occupant Protection related collisions and evaluates all grant applications for potential partners to implement countermeasures specific to the analysis. OHSO makes every effort to create programs and award grants in order to address the following:

- The observed use of restraints decreased from 85.9% in 2011 to 83.8% in 2012.
- 39.3% of vehicle occupants killed in collisions were using restraints. If everyone had been using restraints, approximately 186 lives may have been saved. This includes only occupants of passenger vehicles and pickup trucks.
- 27.5% of the unrestrained fatalities were age 16-25, 25.0% were age 26-35 and 13.8% were age 36-45.
- 72.5% of the unrestrained fatalities were male.
- 27.5% of unrestrained fatalities occurred on county roads, 20.6% on rural state highways and 14.9% on city streets.
- 22.9% of crashes with an unrestrained fatality occurred between 4:00 p.m. and 7:59 p.m., 18.3% between Noon and 3:59 p.m. and 17.2% between Midnight and 3:59 a.m.
- 10.3% of crashes with an unrestrained fatality occurred in April, 10.3% in August and 9.5% in July.
- 18.7% of crashes with an unrestrained fatality occurred on Saturday, 18.7% on Sunday and 15.6% on Monday.
- 9.2% of crashes with an unrestrained fatality occurred in Oklahoma County, 6.1% in Tulsa County and 5.0% in Creek County.

Objectives

To reduce the number of unrestrained occupant fatalities (all seating positions) from 282 in 2012 to 254 in 2015.
To increase the safety belt use rate from 83.6 percent in 2013 (most current) to 85.7% in 2015.

Strategies

Enforcement

- Utilize the OHSO Regional Law Enforcement Liaisons (LELs) and OHSO Law Enforcement Occupant Protection Specialist to improve occupant protection enforcement program development and delivery statewide.
- Partner with various agencies to conduct targeted enforcement of occupant protection laws including nighttime enforcement.
- The OHSO LEL OP Specialist and OHSO Regional LELs will organize and coordinate occupant protection enforcement efforts in cooperation with local agencies, focusing on targeted areas to reach 70% of the population, including the following counties: Oklahoma, Tulsa, Cleveland, Comanche, Canadian, Rogers, Payne, Wagoner, Muskogee, Creek, Pottawatomie, Garfield, Grady, Washington, Leflore, Carter, Cherokee and Osage.
- Oklahoma will support statewide seat belt enforcement campaigns coordinating local law enforcement participation during designated periods, along specific routes or in specified geographic locations throughout the state.
- Oklahoma will expand efforts to increase participation in the "Click It or Ticket" national mobilization, including: use of OHSO LELs and the OHSO LEL OP Specialist to assist agencies statewide with online pre- and post-reporting of activities; requiring current LE subgrantees to participate in CIOT mobilization efforts; offering incentive awards to non-funded LE participating agencies; and assisting in organizing agency participation in a variety of enforcement efforts including targeting unrestrained nighttime drivers.
- Promote CIOT participation through established Safe Community Groups statewide.

Education and Training

- Training opportunities will be provided through established Safe Community Groups around the state.
- CPS Technician certification and re-certification training will be provided through partners and grantees, including efforts to promote higher recertification rates of existing technicians.
- Recruitment of new technicians and instructors through current partnerships and grantees, and increase services to underserved (rural) areas of the state.
- Conduct CPS workshop programs through current partnerships with a focus on educating parents and caregivers on proper child restraint use.
- Utilize Regional OHSO LELs to provide and coordinate Traffic Occupant Protection Strategies (TOPS) Training.

- Provide webinar training for nighttime occupant protection enforcement through the OHSO website.
- Partner with the Oklahoma Safety Council to promote and provide the Alive@25 Traffic Safety Program.

Outreach and Awareness

- The OHSO LE OP Specialist and Regional LELs will promote outreach and awareness of occupant protection best practices to communities statewide through partnerships with LE agencies, grantees, schools, safe community groups and Oklahoma Native American Tribes.
- Increase awareness of proper CPS use statewide through partnerships with Safe Kids Oklahoma and Tulsa Area Safe Kids.
- Maintain a list of active Oklahoma Child Restraint Inspection Stations and upcoming car seat check events which is accessible for public information.
- Utilize partnerships and grantees to expand programs, services and outreach to Oklahoma's Native American population and other minority groups.
- Participate in and promote "Click It or Ticket", National CPS Week and Seat Check Saturday events statewide in an effort to increase awareness of child passenger safety laws and best practices.
- Conduct a statewide Seat Belt Survey and Child Restraint Survey each year to determine the overall observed use of passenger safety restraints and determine those areas for future program focus.
- Promote public awareness utilizing brochures, videos, television and radio PSAs, posters, press releases, promotion of special events, display booths, speakers, media campaigns and use of OHSO's film library and educational materials.
- Promote awareness through the OHSO webpage dedicated to occupant protection information and initiatives.

Program Area Management

- Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Occupant Protection projects planned for FY2015.

Countermeasures Programs

Community Occupant Protection Enforcement Projects

Project Title: Community OP Enforcement Projects

Agency: Multiple – See Occupant Protection Budget Summary

Project No:	See Budget Summary	**Funding Source:**	402	**Amount:**	$50,000.00
		Funding Source:	405(b)	**Amount:**	$269,000.00

Primary Project Type: Occupant Protection **Total Budget:** $319,000.00

Description: In an effort to increase seat belt use rates in Oklahoma, OHSO will provide funding to a number of select communities where seat belt use rates have historically been below the statewide average. Our focus for community projects for FY2015 will be those areas deemed viable for outreach to the State's Native American population. Law enforcement officers in those communities will enforce occupant protection laws, conduct seat belt checkpoints and seatbelt enforcement zones, including targeting unrestrained nighttime drivers. Officers will also work special emphasis in support of statewide and national traffic safety campaigns as set forth by OHSO and NHTSA. Each community will be required to conduct pre- and post-program surveys in order to gauge the effectiveness of their programs. In addition to enforcement efforts, communities will promote seat belt and child passenger restraint use through public information and educational efforts. Community Occupant Protection Enforcement Projects include the following four (4) agencies: *Ada PD, Creek County SO, Enid PD, and Purcell PD*. In addition, Enid PD has a impaired driving component as a secondary objective. Five other agencies have a secondary OP component to their projects, including: Edmond PD, Logan County SO, Norman PD, Oklahoma City PD, and Oklahoma County SO.

Statewide High Visibility OP Enforcement Projects

Project Title: OHP Statewide High Visibility OP Enforcement

Agency: Oklahoma Highway Patrol

Project No: M2HVE-15-03-02-09 **Funding Source:** 405(b) **Amount:** $275,000.00

Primary Project Type: Impaired Driving **Total Budget:** $275,000.00

Description: Using Section 405(b) funds, the Oklahoma Highway Patrol will use experienced Troopers to implement a special statewide overtime traffic enforcement project, focusing on seat belt and child restraint violations. Troopers will be assigned to work overtime shifts to enforce the State OP related traffic laws in all 77 counties, in addition to participating in the National *Click-It or Ticket* crackdown. Troopers will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

Project Title: OHP Statewide Occupant Protection Coordinator

Agency: Oklahoma Highway Patrol

Project No: M2HVE-15-07-01-00 **Funding Source:** 405(b) **Amount:** $128,519.00

Primary Project Type: Occupant Protection **Total Budget:** $128,519.00

Description: This project funds a full-time position with the Highway Patrol with responsibility for oversight and implementation of the OHP Statewide High Visibility Occupant Protection Enforcement project. This position works with the Troop Commanders, Patrol Supervisors and local Troopers to facilitate overtime assignments based on problem identification, plans strategic checkpoint activities and works with and assists local authorities in their occupant protection education and enforcement initiatives.

Child Passenger Safety

Project Title: CPS Technician Certification Project

Agency: Safe Kids Worldwide

Project No: STCPS-15-02-01-00 **Funding Source:** State Funds **Amount:** $4,000.00

Primary Project Type: Child Passenger Safety **Total Budget:** $4,000.00

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

Project Title: Safe Kids Oklahoma Statewide Child Passenger Safety Program

Agency: Safe Kids Oklahoma, Inc.

Project No: M2CPS-15-02-01-17 **Funding Source:** 405(b) **Amount:** $99,496.00
Project No: M2CSS-15-02-01-17 **Funding Source:** 405(b) **Amount:** $41,000.00
Project No: M2TR-15-02-01-17 **Funding Source:** 405(b) **Amount:** $26,504.00

Primary Project Type: Child Passenger Safety **Total Budget:** $167,000.00

Description: This project will implement CPS activities in the Oklahoma City metro area and other designated rural areas of Oklahoma. Safe Kids Oklahoma (SKO) will use qualified, experienced employees (both staff and contracted individuals) to implement programs in include CPS certification/recertification, education, checkup events, outreach, and technical support in CPS. Outreach may include, but is not limited to hospitals, public service units (i.e. fire, police, EMS), faith-based community organizations, County Health Departments, and an emphasis on Oklahoma's Native American population. SKO staff will also host and/or assist with car seat check up events and workshops in the OKC metro and other designated rural areas statewide, providing needy families the ability to receive installation and education services. SKO will be responsible for compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKO will plan, coordinate and conduct the Annual Martha Collar Tech Reunion. SKO will support and participate in special emphasis events, such as "Click It or Ticket", National CPS Week and Seat Check Saturday.

Project Title: Tulsa Safe Kids Statewide Child Passenger Safety Program

Agency: St. Francis Hospital

Project No: M2CPS-15-02-02-15 **Funding Source:** 405(b) **Amount:** $72,278.00
Project No: M2CSS-15-02-02-15 **Funding Source:** 405(b) **Amount:** $26,000.00
Project No: M2TR-15-02-02-15 **Funding Source:** 405(b) **Amount:** $33,100.00

Primary Project Type: Child Passenger Safety **Total Budget:** $131,378.00

Description: Tulsa Safe Kids (TSK) will employ a full-time CPS Coordinator to coordinate CPS certification, education, events, outreach, and technical support in Child Passenger Safety. The coordinator will provide CEU Tech update classes as well as occupant protection in-service trainings for law enforcement in designated areas of the state. The coordinator will provide current and updated CPS education, coordinate and conduct community workshops, community events, and NHTSA CPS Certification courses in the Tulsa metro and other designated areas including outreach to Oklahoma's Native American population. TSK will coordinate and conduct car seat check events in the Tulsa metro and designated rural areas statewide, providing needy families the ability to receive installation and education services. Activities will also involve efforts to maintain and expand child restraint inspections stations in the Tulsa metro area and designated rural locations statewide. TSK will assist in maintaining an accurate listing of active Oklahoma Child Restraint Inspection Stations made available to the public.

Education and Awareness

Project Title: Occupant Protection PI&E

Agency: OHSO

Project No:	OP-15-04-01-00	**Funding Source:**	402	**Amount:**	$5,250.00
Project No:	M2PE-15-04-01-00	**Funding Source:**	405(b)	**Amount:**	$5,000.00

Primary Project Type: Occupant Protection **Total Budget:** $10,250.00

Description: OHSO will use this funding for the purchase of various educational and promotional items that are not available through use of specialty funds, i.e., safety videos, signage, brochures, etc.

Project Title: Teen Seat Belt Safety Project

Agency: DCCCA, Inc.

Project No: OP-15-02-01-01 **Funding Source:** 402 **Amount:** $46,393.00

Primary Project Type: Occupant Protection **Total Budget:** $46,393.00

Description: This pilot project will initiate Seat belts Are for Everyone (SAFE) programs in two of the targeted counties identified in the OHSO Statewide OP Plan. SAFE is a cooperative partnership between students, law enforcement and traffic safety advocates to increase teen seat belt use through positive rewards and enforcement. Law enforcement representatives will be recruited in target counties. School sponsors and student teams are formed and trained to perform unannounced seat belt observation surveys at their schools. Once baseline surveys are completed the student team arranges a kick-off event announcing efforts over the school year to educate and promote seat belt use. Prizes are awarded by drawing names from student pledge cards during the event. At least one traffic safety message is provided each month of the program. A two week enforcement period will take place sometime in late February to early March, followed by another seat belt observation survey conducted by SAFE teams. Prizes are awarded from pledge cards at a final event that reveals survey results.

Project Title: Statewide Occupant Protection Use Surveys

Agency: University of Central Oklahoma

Project No:	M2OP-15-05-01-00	**Funding Source:**	405(b)	**Amount:**	$83,165.00
Project No:	STMC-15-05-01-00	**Funding Source:**	State Funds	**Amount:**	$10,000.00

Primary Project Type: Occupant Protection **Total Budget:** $93,165.00

Description: The University of Central Oklahoma (UCO) has conducted the OHSO annual statewide seat belt use survey since 2011, including design and approval of a new survey design as mandated by the National Highway Traffic Safety Administration in 2012. Utilizing the approved survey design, UCO will conduct the annual statewide Seat Belt Use Survey to begin no earlier than June 1, 2015. In addition to the statewide survey, UCO will also conduct a Child Restraint Survey, Helmet Use Survey, and Pickup Truck Seat Belt Use Survey. Observers will be specially trained to conduct observation surveys and deployed at specific designated locations for data collection. Data will be compiled and analyzed to obtain a use rate for each survey and a final report will be submitted to the OHSO. For the statewide Seat Belt Use Survey, a qualified statistician will review the resulting seat belt use rate estimate, determine that the data meets the Uniform Criteria for State Observational Surveys of Seat Belt Use, and approve the survey results.

Program Area Management

Project Title: Program Area Management – Occupant Protection

Agency: OHSO

Project No:	OP-15-07-01-00	**Funding Source:**	402	**Amount:**	$106,863.00
Project No:	STCPS-15-07-01-00	**Funding Source:**	State Funds	**Amount:**	$2,000.00

Primary Project Type: Occupant Protection **Total Budget:** $108,863.00

Description: Program management for projects within the Occupant Protection Program Area will be provided by OHSO personnel to monitor and oversee programs, in accordance with the chart on page 26. Travel and training may be included in the project for monitoring, workshops, and seminars.

Occupant Protection: Budget Summary

Project Number					Project Name	Budget	Budget Source
OP-	15-	03-	01-	07	Ada PD	20,000.00	Section 402
M2HVE-	15-	03-	01-	04	Creek County SO	20,000.00	Section 405b
OP-	15-	02-	01-	01	DCCCA	46,393.00	Section 402
M2HVE-	15-	07-	01-	00	DPS - OHP - HVE Coordinator	128,519.00	Section 405b
M2HVE-	15-	03-	02-	09	DPS - OHP - OT	275,000.00	Section 405b
164AL-	15-	03-	04-	11	Enid PD	33,000.00	164 Transfer Funds
M2HVE-	15-	03-	04-	11	Enid PD	45,000.00	Section 405b
PT-	15-	03-	07-	11	Enid PD	2,000.00	Section 402
M2PE-	15-	04-	01-	00	PI&E	5,000.00	Section 405b
OP-	15-	04-	01-	00	PI&E	5,250.00	Section 402
OP-	15-	07-	01-	00	Program Area Management	106,863.00	Section 402
OP-	15-	03-	04-	11	Purcell PD	20,000.00	Section 402
M2CPS-	15-	02-	01-	17	Safe Kids OK	99,496.00	Section 405b
M2TR-	15-	02-	01-	17	Safe Kids OK	26,504.00	Section 405b
M2CSS-	15-	02-	01-	17	Safe Kids OK - CPS Seats	41,000.00	Section 405b
M2OP-	15-	05-	01-	00	Seat Belt/Child Passenger Survey/Pickups	83,165.00	Section 405b
M2CPS-	15-	02-	02-	15	St Francis - Tulsa Area Safe Kids	72,278.00	Section 405b
M2TR-	15-	02-	02-	15	St Francis - Tulsa Area Safe Kids	33,100.00	Section 405b
M2CSS-	15-	02-	02-	15	St Francis - Tulsa Area Safe Kids - CPS Seats	26,000.00	Section 405b
M2HVE-	15-	07-	02-	00	State Match	213,765.50	State of Oklahoma
PT-	15-	07-	02-	00	State Match	50,126.50	State of Oklahoma
402 Total						**200,506.00**	
164 Transfer Total						**33,000.00**	
405B Total						**855,062.00**	
State Funds Total						**263,892.00**	
Total All Funds						**1,352,460.00**	

POLICE TRAFFIC SERVICES

Problem Identification

In accordance with 23 CFR 1200.11 (c) (4), OHSO conducts an extensive analysis of all traffic related collisions and evaluates all grant applications for potential partners to implement countermeasures specific to the analysis. OHSO makes every effort to create programs and award grants in order to address the following:

- The primary contributing factor by drivers involved in KAB crashes was Unsafe Speed.
  - Unsafe speed crashes represent 19.8% of the total KAB crashes.
  - The primary unsafe speed contributing factors for drivers were: (1) unsafe speed for traffic conditions (25.3%), unsafe speed on curve/turn (17.3) and unsafe speed on rain or wet roadway (13.4%).
  - 27.2% of unsafe speed KAB crashes occurred on county roads, 26.0% occurred on city streets and 14.9% occurred on Interstate highways.

- 25.3 % of unsafe speed KAB crashes occurred between 4:00 p.m. and 7:59 p.m., 22.3% occurred between Noon and 3:59 p.m. and 16.7% occurred between 8:00 a.m. and 11:59 a.m.
- Unsafe speed KAB crashes are somewhat consistent throughout the year with 9.4% occurring in May and August. The lowest month is November with 6.6%.
- 16.7% of unsafe speed KAB crashes occurred on Tuesday, 16.4% on Friday and 14.6% on Saturday.
- Drivers under age 35 were over-represented in KAB unsafe speed crashes when compared to licensed drivers.
- 48.7% of the licenses drivers were male, and 63.0% of drivers with a contributing factor of unsafe speed were male.
- 31.3% of the total fatalities in unsafe speed KAB crashes were age 25-34.
- 19.7% of the total serious injuries in unsafe speed KAB crashes were age 15-19 and 19.3% were age 25-34.
- 67.3% of fatalities in unsafe speed KAB crashes were unrestrained who were occupants of passenger vehicles/pickup trucks.
- 59.0% of the drivers with a contributing factor of unsafe speed in KAB crashes were occupants of passenger vehicles, 24.7% were occupants of pickup trucks and 10.4% were motorcycle operators.

Objective

To limit the projected increase in the number of fatalities from 708 in 2012 to 712 in 2015.
To decrease the fatalities per 100 million VMT from 1.48 in 2012 to 1.39 in 2015.
To decrease the number of Serious Injuries in MVC from 16,168 in 2012 to 15,199 in 2015.
To decrease the number of speed related fatalities from 218 in 2012 to 216 in 2015.

Strategies

High visibility enforcement is one of the most researched and effective strategies for changing driver behavior. Enforcement, coupled with safety education, has long been accepted as a prudent and valid means for changing traffic safety related behaviors and attitudes. Police Traffic Safety programs provide a variety of traffic enforcement and community education services, depending upon the specific needs of the community. **Nineteen (19) agencies in fourteen of seventy-seven counties in Oklahoma will conduct specific PTS grant funded projects. These counties represent a minimum of 60% of the population. When the efforts of the OHP Law Enforcement Liaison project, utilizing OHP Troopers to contact and promote traffic safety related efforts at the local level in all counties is considered, this percentage is actually much higher.** The areas of speeding, aggressive driving, occupant protection, and impaired driving issues are all addressed through general PTS programs. Our strategies for addressing general traffic issues include:

Enforcement

- Supporting sustained enforcement by state and local law enforcement officers of drug and alcohol impaired drivers, seatbelt use, and driving in excess of posted speed limits, by funding general Police Traffic Service contracts statewide.
- Encouraging and supporting STEP projects focused on alcohol, speed, distracted and aggressive driving and occupant protection.
- Supporting and requiring (of OHSO contracted LE agencies) participation in National and State Mobilizations such as "Click it or Ticket," and "Drive Sober or Get Pulled Over". Funding for law enforcement activities by OHSO is conditioned upon the agencies' participation in these campaigns.
- Providing incentives for non-contract law enforcement agencies in major mobilizations to encourage participation and reporting.
- Provide incentives for law enforcement agencies participating in the OACP Chief's Challenge.
- Provide more robust crash investigation techniques by developing a program within the Oklahoma Highway Patrol whereby specially trained Troopers can investigate crashes at a more detailed level on behalf of OHP and local agencies.

Training

- Providing advanced crash investigation classes for law enforcement agencies to improve data collection and analysis, though our Safe Communities organizations.
- Providing training to Project Directors and other safety advocates in managing traffic safety issues.
- Conducting workshops, speed management seminars, and other informational meetings to inform and educate traffic safety personnel and partners as appropriate or requested.
- Promote more robust driver education by developing a quality assurance program within the Department of Public Safety to ensure the development and delivery of quality driver training.

Education and Awareness

- Working with not-for-profit and law enforcement agencies to enhance the driving skills of younger drivers.
- Supporting law enforcement and non-law enforcement efforts to address young driver issues.
- Promoting responsible driving through media campaigns, sports events, fairs and other community events.

Program Area Management

- Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Police Traffic Services projects planned for FY2015.

Countermeasure Programs

Community Traffic Enforcement Projects

Project Title: Community Police Traffic Enforcement Projects

Agency: Multiple – See Police Traffic Services Budget Summary

Project No: See Budget Summary **Funding Source:** 402 **Amount:** $613,968.00

Primary Project Type: Police Traffic Services **Total Budget:** $613,968.00

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 causational violations based upon review of crash reports, arrest reports and citizen complaints, which 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 - "Click It or Ticket" and "Drive Sober or Get Pulled Over". In addition to sustained High Visibility Enforcement efforts, these agencies will commit to an active Public Information and Education component. Community PTS Traffic Enforcement Projects include nineteen (19) agencies: *Alva PD, Bixby PD, Broken Arrow PD, Catoosa PD, Drumright PD, Durant PD, Grove PD, Idabel PD, Kiowa County SO, Lincoln County SO, McAlester PD, Midwest City PD, Owasso PD, Ponca City PD, Pottawatomie County SO, Shawnee PD, Skiatook PD, Tahlequah PD, and Warr Acres PD*. Of these, Bixby PD will also have a secondary Impaired Driving component. Those agencies which have more than one source of funding will distinguish between activities according to fund type. While all agencies identified as primary Police Traffic Services grants will address speed management within their projects, six (6) communities have requested assistance with a defined speed management problem and are identified in the Community Speed Enforcement Projects section.

Project Title: Community Speed Enforcement Projects

Agency: Multiple – See Speed Enforcement Budget Summary

Project No: See Budget Summary **Funding Source:** 402 **Amount:** $180,545.00

Primary Project Type: Speed Enforcement **Total Budget:** $180,545.00

Description: Speeding and speed related violations continue to be a serious contributor to fatal and injury collisions in Oklahoma. Officers working speed related projects will be targeting violations such as speed above the posted limit, speed too fast for conditions, following too closely and aggressive driving. They will patrol locations which have a history of speed related collisions and speeding violations. Times may vary according their local traffic patterns in order to address their local problem. Each of these communities has established goals to reduce the number of fatal and serious injury collisions in their jurisdictions. Speed Enforcement projects include six (6) agencies: *Bethany PD, Calera PD, Choctaw PD, Madill PD, Perkins PD, and Tecumseh PD*.

Education and Awareness

Project Title: OACP Law Enforcement Challenge

Agency: Oklahoma Association of Chiefs of Police

Project No: PT-15-05-03-14 **Funding Source:** 402 **Amount:** $50,000.00

Primary Project Type: Police Traffic Services **Total Budget:** $50,000.00

Description: The OACP will continue to develop, promote and coordinate a Oklahoma Law Enforcement Challenge (Chiefs Challenge) competition to recognize excellence in law enforcement traffic safety programs in the State of Oklahoma. A part-time contract employee will be employed to market the program statewide and to encourage participation in both the State challenge and the National Law Enforcement Challenge competition. With the assistance of the OACP's contracted employee, participating agencies will be encouraged to develop strategies to promote traffic safety and thereby reduce collisions within their jurisdictions, focusing on locations where the greatest number of collisions and the most severe collisions are likely to occur. Strategies must include educational components as well as enforcement. Project data will be recorded by the OACP and made available to interested agencies.

Project Title: OHP Regional LEL Project

Agency: Oklahoma Highway Patrol

Project No: PT-15-05-02-08 **Funding Source:** 402 **Amount:** $552,128.24

Primary Project Type: Police Traffic Services **Total Budget:** $552,128.24

Description: The OHP will provide five Troopers on a full time basis as Law Enforcement Liaisons (LEL) to implement activities in support of national and state highway safety goals to reduce motor vehicle collisions. The LELs will provide assistance to local law enforcement agencies with regard to traffic safety and enforcement and promote public information and education events along with media releases to inform the public of traffic safety issues. In addition, the LELs will conduct visits with local law enforcement agencies in support of state and National Highway Safety initiatives including the *Click-It or Ticket* and *Drive Sober or Get Pulled Over* mobilizations and will assist in promoting participation in and reporting of mobilization activity. The LELs have become certified SFST instructors and will continue to assist in providing SFST training to local law enforcement agencies in their respective regions.

Project Title: OHP Statewide Crash Team Investigation Project

Agency: Oklahoma Highway Patrol

Project No: PT-15-05-01-04 **Funding Source:** 402 **Amount:** $37,575.00

Primary Project Type: Police Traffic Services **Total Budget:** $37,575.00

Description: The OHP currently has crash teams in thirteen Troop Headquarters around the state. Each troop has a number of troopers trained to operate forensic mapping equipment, obtain data from air bag modules, interpret the data obtained from the modules, and apply that to the scene evidence. These troopers perform a variety of technical investigation to attempt to determine the cause of a vehicle collision and other contributing factors. In addition, the OHP has a specialized Crash Team made

up of reconstructionists who are accredited by the Accreditation Commission for Traffic Crash Reconstructionists. This project would put into place a mechanism where the majority of the vehicle collisions that involve injury and death could be thoroughly investigated and documented with photography, forensic mapping and retrieving the stored data from the passenger vehicle and light truck (air bag module data) and Commercial Motor Vehicles (engine control modules) purchased with the funds by the OHSO. This concept would provide that capability at 13 locations strategically located in Oklahoma. These groups will support local law enforcement agencies (municipal, county, tribal and state) when they need assistance in a full investigation or partial assistance with obtaining stored crash data or forensic mapping. The end result would be a work plan to provide better investigative techniques so the true cause and contributing factors to these types of collisions are known.

Program Area Management

Project Title: Program Area Management – Police Traffic Services

Agency: OHSO

Project No: PT-15-07-01-00 **Funding Source:** 402 **Amount:** $190,278.00

Primary Project Type: Police Traffic Services **Total Budget:** $190,278.00

Description: Program management for projects within the Police Traffic Services Program Area will be provided by OHSO personnel to monitor and oversee programs, in accordance with the chart on page 26. Travel and training may be included in the project for monitoring, workshops, and seminars.

Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
PT-	15-	03-	01-	02	Alva PD	10,500.00	Section 402
PT-	15-	03-	02-	14	Bixby PD	29,225.00	Section 402
164AL-	15-	03-	01-	14	Bixby PD	25,000.00	164 Transfer Funds
PT-	15-	03-	03-	15	Broken Arrow PD	79,000.00	Section 402
PT-	15-	03-	04-	04	Catoosa PD	39,500.00	Section 402
PT-	15-	05-	01-	04	DPS - OHP - Crash Team	37,575.00	Section 402
PT-	15-	05-	02-	08	DPS - OHP - LELs	552,128.24	Section 402
PT-	15-	03-	05-	02	Drumright	17,900.00	Section 402
PT-	15-	03-	06-	12	Durant PD	34,300.00	Section 402
PT-	15-	03-	08-	06	Grove PD	22,500.00	Section 402
PT-	15-	03-	09-	02	Idabel PD	12,600.00	Section 402
PT-	15-	03-	10-	05	Kiowa County SO	16,463.00	Section 402
PT-	15-	03-	11-	04	Lincoln County SO	30,000.00	Section 402
PT-	15-	03-	12-	06	McAlester PD	28,580.00	Section 402
PT-	15-	03-	13-	12	Midwest City PD	32,000.00	Section 402
PT-	15-	03-	99-	00	Mobilization Incentives	113,000.00	Section 402
PT-	15-	05-	03-	14	OACP - LE Challenge	50,000.00	Section 402
PT-	15-	03-	17-	10	Owasso PD	66,000.00	Section 402
PT-	15-	04-	01-	00	PI&E	5,250.00	Section 402
PT-	15-	03-	18-	08	Ponca City PD	25,000.00	Section 402
PT-	15-	03-	19-	05	Pottawatomie County SO	47,100.00	Section 402
PT-	15-	07-	01-	00	Program Area Management	190,278.00	Section 402
PT-	15-	03-	21-	09	Shawnee PD	20,000.00	Section 402
PT-	15-	03-	22-	06	Skiatook PD	20,000.00	Section 402
PT-	15-	03-	23-	13	Tahlequah PD	17,000.00	Section 402
PT-	15-	03-	25-	05	Warr Acres PD	14,800.00	Section 402
PT-	15-	07-	02-	00	State Match	377,674.81	State of Oklahoma
402 Total						**1,510,699.24**	
164 Transfer Total						**25,000.00**	
State Funds Total						**377,674.81**	
Total All Funds						**1,913,374.05**	

Speed Enforcement Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
SE-	15-	03-	01-	12	Bethany PD	33,500.00	Section 402
SE-	15-	03-	02-	07	Calera PD	62,000.00	Section 402
SE-	15-	03-	03-	04	Choctaw PD	17,500.00	Section 402
SE-	15-	03-	04-	07	Madill PD	26,920.00	Section 402
PT-	15-	03-	26-	07	Madill PD	2,000.00	Section 402
SE-	15-	03-	05-	02	Perkins PD	18,625.00	Section 402
SE-	15-	03-	06-	05	Tecumseh PD	22,000.00	Section 402
PT-	15-	07-	02-	00	State Match	45,636.25	State of Oklahoma
402 Total						**182,545.00**	
State Funds Total						**45,636.25**	
Total All Funds						**228,181.25**	

RAILROAD SAFETY

Problem Identification

Over the five year period from 2008 to 2012, Oklahoma ranked 20th nationwide in the number of collisions at highway rail grade crossings, with 264 collisions reported resulting in 26 deaths. Much like motorcycle fatalities, these numbers tend to fluctuate significantly from year to year. Overall, we have realized a 8 percent decrease in collisions and a 22 percent decrease in fatalities over the last four years. A Northwestern University statistical study concluded that at least 20% of the reduction in fatalities can be attributed to safety education. According to the Federal Railroad Administration (FRA), in 2013 Oklahoma ranked 9th nationally in the number of Rail Grade Crossing fatalities.

In accordance with 23 CFR 1200.11 (c) (4), OHSO conducts an extensive analysis of Railroad grade crossing related collisions and evaluates all grant applications for potential partners to implement countermeasures specific to the analysis. OHSO makes every effort to create programs and award grants in order to address the following:

- There were nine train involved KAB crashes.
- Six crashes occurred on city streets and three occurred on county roads.
- Five crashes occurred between Noon and 3:59 p.m., three occurred between 8:00 a.m. and 11:59 and one occurred between 4:00 p.m. and 7:59 p.m.
- Friday had the most train involved KAB crashes with three.
- Canadian County had the most train involved KAB crashes with three.
- Three of the train involved KAB crashes occurred in rural areas.
- There was one fatality and nine persons seriously injured in train involved KAB crashes.
- In train involved KAB crashes, four drivers were occupants of a passenger vehicle, two were occupants of a pickup truck, two were occupants of a truck-tractor/trailer(s) combination and one was unknown vehicle.
- Four drivers were age 26-35 and two drivers were age 76+ in train involved KAB crashes.
- Eight drivers were male in train involved KAB crashes.

Objective

To limit the projected increase in train related fatalities from an all time low of 1 in 2012 (state data).
To reduce the number of train related fatality and serious injury crashes from 9 in 2012 to 8 in 2015.

Strategies

- Support Operation Lifesaver with railroad safety education classes.
- Support Operation Lifesaver to distribute radio public service announcements statewide.

Railroad Safety Projects

Railroad Safety Education

Project Title: Operation Lifesaver Railroad Safety Program

Agency: Oklahoma Operation Lifesaver

Project No: RH-15-02-01-11 **Funding Source:** 402 **Amount:** $37,500.00

Primary Project Type: Railroad Safety **Total Budget:** $37,500.00

Description: Oklahoma Operation Lifesaver (OKOL) will utilize 35 active volunteers to educate the public, law enforcement officers, emergency responders, bus drivers, truck drivers and an array of community groups about highway safety at railroad crossings. Efforts will include recruitment and training of additional volunteers. OKOL will contract with various media outlets providing information and awareness, of the potential dangers of inappropriate or unsafe driver behavior at railroad crossings, through Public Service Announcements produced by the Operation Lifesaver national organization. Trainers will receive additional refresher training at regional conferences and continued education via internet through the National Lifesaver website.

Railroad/Highway Crossings: Budget Summary

Project Number					Project Name	Budget	Budget Source
RH-	15-	02-	01-	11	OK Operation Lifesaver	37,500.00	Section 402
PT-	15-	07-	02-	00	State Match	9,375.00	State of Oklahoma
402 Total						**37,500.00**	
State Funds Total						**9,375.00**	
Total All Funds						**46,875.00**	

TRAFFIC RECORDS

Problem Identification

The need for effective traffic data collection and evaluation continues to increase. Accepted practices and recommendations for such include the following: Improve data collection by development and distribution of an electronic collision investigation reporting system; improve collection of citation information by development and distribution of an electronic traffic records import system; improve the accuracy of crash reporting by integration of GPS location reporting within the collision reporting system; develop new processes to improve in-house data collection and integration at DPS. We believe all these strategies will promote increased timeliness, accuracy and accessibility of traffic

records for end users for developing strategies to combat traffic related problems. With the initial development of the Traffic and Criminal Software (TraCS) and SAFE-T systems over the last several years, Oklahoma took the first steps in providing such a collection mechanism. Creating such an interface has allowed for more timely development of effective crash countermeasures, especially as it relates to county roads and city streets, but improvement in the means and methods of collection and evaluation are still needed. Improvement in the ability to create timely and accessible citation and crash location maps through updated crash reporting and data collection processes. Oklahoma has made great strides in integrating GPS information into crash reports and electronically submitting that information to the parties involved when a crash occurs, but more work is needed. Geocoding city/street data has greatly increased the number of mappable crashes in the State on these types of roadways. So far, about 68.1% of the State's city/street data has been done, leaving 31.9% of the map in need of Geocoding. This will allow Officers to send crash reports over with lat/long information which has been gathered at the time of the crash, and will also allow users to easily generate data using a variety of visual planning tools. The long-term plan for this is to develop a statewide Data-Driven Approach to Crime and Traffic Safety (DDACTS) system which will be linked to criminal data from the Oklahoma State Bureau of Investigation.

Improvement in the core traffic record systems within the Department of Public Safety is a priority with the Traffic Records Council. The Traffic Records Council will take the lead in evaluating those core services, and making recommendations on changes and improvements to user access and data integration.

Objectives and Performance Measures

Objective: To establish a statewide, intelligent, common operating platform that captures traffic records, processes and maximizes automation and efficiencies by January 1, 2016.

Performance Measure: As no common statewide operating platform currently exists, establishment of the system (beta or otherwise) by January 1, 2016 represents measureable progress.

Objective: To increase the percentage of mappable* crashes on city streets and county roads to support the eventual incorporation of lat/long information into all crash reports.

Performance Measure: To increase the percentage of mappable city street crashes from 68.1 % on June 1, 2014 (23,106 of 39,930 city crashes reported) to 78% by June 1, 2015.

**A mappable collision refers to a collision which is associated with a valid and manually reviewed latitude / longitude point, which allows the collision to be plotted on a map.*

For more detailed information regarding Oklahoma's plan to improve traffic our records process, see the OK Traffic Records Coordinating Committee's "Strategic Plan" 2010-2015, posted to TRIPRS.

Strategies

Oklahoma has requested a study of the core traffic records processes within the Department of Public Safety. Based on this study, Oklahoma will bid for a solution to integrate existing mainframe programs into a more reliable and user friendly traffic records system.

The Oklahoma Traffic Records Council's five-year Strategic Plan for improving traffic records includes the following strategies:

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

Traffic Records Projects

Data Improvement

Project Title: DPS IT Modernization / DUI Tracking Database Project

Agency: Department of Public Safety

Project No:	M3DA-15-06-01-02	**Funding Source:**	405(c)	**Amount:**	$50,000.00
Project No:	M3DA-15-06-03-01	**Funding Source:**	405(c)	**Amount:**	$500,000.00
Project No:	M3DA-15-06-04-01	**Funding Source:**	405(c)	**Amount:**	$500,000.00

Primary Project Type: Traffic Records **Total Budget:** $1,050,000.00

Description: In FY 2014, the Oklahoma Traffic Records Council voted to approve funding to assist DPS in the development of a Request For Proposals (RFP), to gain insight on how to move forward with the State's goal of improving the hub of the current Traffic Records System, a collage of independent mainframe programs. Chickasaw Nation Industries, Inc. was awarded the contract to develop the RFP. That project was completed and the final product delivered to DPS in May 2014. As DPS begins the process of accepting bids to address the conditions established in the RFP, it is important for CNI to assist in assessing those bids. Funding this project will allow CNI to serve as a consultant to DPS in interpreting and ranking the bids, in order to obtain the best possible product. Once a vendor has been selected, these funds will be used to develop and implement the new records system. In addition to the funding identified above, there will also be $500,000 in funding from Section 405(d) specifically for development of a statewide DUI tracking database. The DPS Modernization project has been approved by the state TRC and the DUI tracking database component of this system has been approved by GIDPAC.

Project Title: DPS E-Data Support

Agency: Department of Public Safety

Project No:	M3DA-15-05-01-08	**Funding Source:**	405(c)	**Amount:**	$85,000.00

Primary Project Type: Traffic Records **Total Budget:** $85,000.00

Description: This grant will fund two contract employees to assist OHP personnel with technical support, purchasing, inventory, installation, maintenance and reporting for any agencies on the PARIS system.

Project Title: OHP Enforcement Planner

Agency: Oklahoma Highway Patrol

Project No: M3DA-15-05-02-02 **Funding Source:** 405(c) **Amount:** $80,000.00

Primary Project Type: Traffic Records **Total Budget:** $80,000.00

Description: The Futures, Capabilities and Plans Division of the Highway Patrol will employ a full-time Enforcement Planner. This position will be responsible for utilizing all available data sources in the coordination and planning of enforcement efforts, focusing on areas of the State which have a high rate of KAB crashes. This individual will query data, research causal factors, generate reports and work with the Highway Patrol to organize and plan targeted enforcement. **This activity is a component of the PARIS project and is covered under several performance measures in the Traffic Records Strategic Plan; 1-D, Data Uses; 2-A, Crash Data; and 2-E, Citation and Adjudication Records; and impacts the accessibility and integration of data.** The Enforcement planner will also work with the Highway Patrol to create and implement a State-Wide Enforcement Plan. This plan will specify high-risk areas and populations across the State, and suggest countermeasures to combat traffic safety concerns within the areas/populations specified. It will be updated as data changes, and disseminated by the Enforcement Planner to designated OHP officials on a quarterly basis. The Enforcement Planner will use a data-driven approach to evaluate the effectiveness of the State-Wide Enforcement Plan, and work with the Highway patrol to make changes as necessary.

Project Title: Fatality Analysis Reporting System (FARS)

Agency: OHSO

Project No: DTNH22-12-H-00134 **Funding Source:** Cooperative Agreement **Amount:** $70,000.00

Primary Project Type: Traffic Records **Total Budget:** $70,000.00

Description: The Fatality 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.

Project Title: PARIS Software Development

Agency: University of Oklahoma

Project No: M3DA-15-06-05-09 **Funding Source:** 405(c) **Amount:** $368,500.00

Primary Project Type: Traffic Records **Total Budget:** $368,500.00

Description: The University of Oklahoma School of Computer and Electrical Engineering will continue development and implementation of the Oklahoma Police Automated Records Import System (PARIS) to

transition the Highway Patrol and selected municipal agencies from the previous TraCS system to the PARIS system. This transition will facilitate a much improved mechanism to collect traffic collision records from the participating agencies and import them to DPS, as well as greatly expand the consolidation of various other records and reports related to traffic citations, arrests reports, vehicle reports, etc.

Project Title: SAFE-T Project

Agency: University of Oklahoma

Project No: M3DA-15-06-06-12 **Funding Source:** 405(c) **Amount:** $74,825.00

Primary Project Type: Traffic Records **Total Budget:** $74,825.00

Description: The University of Oklahoma School of Computer Science will continue with maintenance and enhancement of the SAFE-T system. Activities will include the improvement and refinement of geocoded city street locations for the cities of Lawton, Enid, Stillwater, Muskogee and Bartlesville; the editing and correction of current SAFE-T system query and reporting features as requested; the enhancement of the Sliding Scale analysis feature to search over roadway types and city streets; the selection of representative users (e.g., municipal planners) and interaction with them to implement enhancements that make the system more useful for planning and assessing municipal highway improvement projects; the addition of new fields to the data exports and the development of the capability to save and load user criteria to enhance the user friendliness of the system.

Project Title: Traffic Records Council Data Projects

Agency: TBD

Project No: M3DA-15-07-01-00 **Funding Source:** 405(c) **Amount:** $450,792.43

Primary Project Type: Traffic Records **Total Budget:** $450,792.43

Description: The Oklahoma Traffic Records Council will consider various proposals to promote the goals of the States' Traffic Records Strategic Plan in the coming year. These will be considered during the next scheduled review of the strategic plan. Further description and specific funding proposals relative to the HSP will be submitted at the appropriate time.

Project Title: Motor Vehicle Collision Data Analysis

Agency: University of Central Oklahoma

Project No: TR-15-05-01-00 **Funding Source:** 402 **Amount:** $21,300.00

Primary Project Type: Traffic Records **Total Budget:** $21,300.00

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

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

Program Area Management

Project Title: Program Area Management – Traffic Records

Agency: OHSO

Project No: TR-15-07-01-00 **Funding Source:** 402 **Amount:** $108,965.00

Primary Project Type: Traffic Records **Total Budget:** $108,965.00

Description: The Program management for projects within the Police Traffic Services Program Area will be provided by OHSO personnel to monitor and oversee programs, in accordance with the chart on page 26. Travel and training may be included in the project for monitoring, workshops, and seminars.

Traffic Records: Budget Summary

Project Number					Project Name	Budget	Budget Source
M3DA-	15-	06-	01-	02	CNI - Joint Integration Study	50,000.00	Section 405c
M3DA-	15-	07-	01-	00	Data Projects/PARIS-TBD by TR Council	450,792.43	Section 405c
M3DA-	15-	06-	03-	01	DPS - DUI Tracking Database	500,000.00	Section 405c
M5IS-	15-	06-	02-	01	DPS - DUI Tracking Database	500,000.00	Section 405d
M3DA-	15-	06-	04-	01	DPS - IT Modernization	500,000.00	Section 405c
M3DA-	15-	05-	01-	08	DPS - TraCS/Traffic Records Support/GALT	85,000.00	Section 405c
M3DA-	15-	05-	02-	02	DPS-OHP PARIS/Enforcement Planning	80,000.00	Section 405c
M3DA-	15-	06-	05-	09	OU, Board of Regents - PARIS/Software Development	368,500.00	Section 405c
M3DA-	15-	06-	06-	12	OU, Board of Regents -Safe-T	74,825.00	Section 405c
TR-	15-	07-	01-	00	Program Area Management	108,965.00	Section 402
TR-	15-	05-	01-	00	UCO - Data Analysis	22,000.00	Section 402
DTNH22-12-H-00134					FARS	70,000.00	Cooperative Agreement
PT-	15-	07-	02-	00	State Match	32,741.25	State of Oklahoma
M3DA-	15-	07-	02-	00	State Match	527,279.36	State of Oklahoma
M5HVE-	15-	07-	02-	00	State Match	125,000.00	State of Oklahoma
402 Total						**130,965.00**	
405c Total						**2,109,117.43**	
405d Total						**500,000.00**	
NHTSA Cooperative Agreement						**70,000.00**	
State Funds Total						**685,020.61**	
Total All Funds						**3,495,103.04**	

PAID MEDIA

Objectives

Paid media activities are designed to have an impact on public attitudes and to build support for various traffic safety initiatives, by creating an awareness of and support for countermeasures planned for FY 15. Our ads will directly support the following objectives:

To **limit the projected increase in the number of fatalities involving drivers or motorcycle operators with .08+ BAC** from 205 in 2012 to 240 in 2015.

To **reduce the number of unrestrained occupant fatalities** (all seating positions) from 282 in 2012 to 254 in 2015.

To **increase the safety belt use rate** from 83.6 percent in 2013 (most current) to 85.7% in 2015.

To **prevent an increase in the number of motorcyclist fatalities** from 84 occurring in 2012 to no more than 84 in 2015.

To **limit the projected increase in the number of un-helmeted motorcyclist fatalities** from 63 in 2012 to 70 in 2015.

Strategies

Because of the age, interests and information-gathering methods of the OHSO's target audience, we are seeking to employ the means of communication that are relevant, engaging and time-sensitive. A multi-faceted approach to media will enable us to promote expedient messages related to drug/alcohol impairment, occupant protection, child passenger safety, seat belt usage, distracted driving, motorcycle safety and other project/interest areas. To this purpose, we utilize the services of Jordan Advertising, a professional media consulting and advertising agency. A summary Statement of Work is contained in the Paid Media section below.

The OHSO also maintains an agency Facebook© page and a YouTube© channel. The goal of social media outreach is to support the OHSO's vision and mission by promoting highway safety messages that will reach a large audience within our targeted demographic (typically, males age 18-24, but also a wide range of readers/viewers). All OHSO PSAs are available for viewing on the OHSO web page as well as on the YouTube© channel.

Media Projects

Paid Media

Project Title: Paid Media Education and Awareness

Agency: Jordan Advertising

Project No:	PM-15-02-01-04	**Funding Source:**	402	**Amount:**	$108,000.00
Project No:	K6-15-02-01-04	**Funding Source:**	2010	**Amount:**	$117,072.51
Project No:	M2PE-15-02-01-04	**Funding Source:**	405(b)	**Amount:**	$262,057.15
Project No:	M5PEM-15-02-01-04	**Funding Source:**	405(d)	**Amount:**	$673,507.16
Project No:	M5PEM-15-02-03-00	**Funding Source:**	405(d)	**Amount:**	$30,000.00

Primary Project Type: **Total Budget:** $1,190,636.82

Description: This project will develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues in Oklahoma. Secondary messages may include other areas of concern such as distracted driving, child passenger safety, and bicycle/pedestrian safety. Through an advertising agency, appropriate media projects such as radio, television, Internet and out-of-home advertising will be produced. A portion of the project funds will be used to buy air time and leverage additional donated air play.

The contractor may be called upon in developing and creating a marketing campaign focused on the promotion of increased enforcement, reduction of fatalities and injuries, and implementation of the campaign, once creative concepts/designs have been approved by the OHSO. The contractor will be responsible for conducting a statewide survey in order to evaluate the public's awareness and attitudes regarding impaired driving, occupant protection and speeding. The results will be reviewed, along with other OHSO data, in order to assist with the development of future countermeasures. The contractor will also assist with the production of new commercials/PSAs to be used during any media buy periods, as requested by the OHSO.

The contractor will be required to provide the OHSO with the number of airings, impressions, or other measurements devoted to each media type and the estimated size of audience. In addition, a more extensive assessment to measure target audience reaction or "reach" may be requested by the OHSO.

The OHSO will also work with a contractor to produce printed materials and promotional items related to highway safety messages. Printed materials are distributed free of charge to agencies, businesses and individuals within the state of Oklahoma; requests are placed primarily via the OHSO website. Promotional items will be produced as needed for OHSO campaigns, mobilizations and events and will be distributed by OHSO personnel for special events and/or outreach efforts.

Project Title: Paid Media

Agency: OHSO – See Paid Media Budget Summary

Project No:	See Budget Summary	**Funding Source:**	405(d)	**Amount:**	$400,528.10
		Funding Source:	405(b)	**Amount:**	$47,680.90

Primary Project Type: Paid Media **Total Budget:** $448,209.00

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

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

Sports marketing through appropriate vendors will reach sports fans at the University of Oklahoma, Oklahoma State University, Tulsa University, and the OKC RedHawks in FY15.

Paid Media: Budget Summary

Project Number					Project Name	Budget	Budget Source
PM-	15-	02-	01-	04	Jordan Advertising	108,000.00	Section 402
K6-	15-	02-	01-	04	Jordan Advertising	117,072.51	Section 2010
M2PE-	15-	02-	01-	04	Jordan Advertising	262,057.15	Section 405b
M5PEM-	15-	02-	01-	04	Jordan Advertising	673,507.16	Section 405d
M5PEM-	15-	02-	03-	00	Endui car wraps	30,000.00	Section 405d
M2PE-	15-	02-	02-	00B	Learfield - OSU	13,935.90	Section 405b
M5PEM-	15-	02-	02-	00B	Learfield - OSU	125,423.10	Section 405d
M2PE-	15-	02-	02-	00A	Learfield - OU	21,945.00	Section 405b
M5PEM-	15-	02-	02-	00A	Learfield - OU	197,505.00	Section 405d
M2PE-	15-	02-	02-	00C	Learfield - Tulsa Golden Hurricanes	1,800.00	Section 405b
M5PEM-	15-	02-	02-	00C	Learfield - Tulsa Golden Hurricanes	16,200.00	Section 405d
M2PE-	15-	02-	02-	00D	Redhawks	10,000.00	Section 405b
M5PEM-	15-	02-	02-	00D	Redhawks	61,400.00	Section 405d
PT-	15-	07-	02-	00	State Match	27,000.00	State of Oklahoma
M2HVE-	15-	07-	02-	00	State Match	77,434.51	State of Oklahoma
M5HVE-	15-	07-	02-	00	State Match	276,008.82	State of Oklahoma
402 Total						**108,000.00**	
2010Total						**117,072.51**	
405B Total						**309,738.05**	
405D Total						**1,104,035.26**	
State Funds Total						**380,443.33**	
Total All Funds						**2,019,289.15**	

EQUIPMENT REQUEST

OK FY2015 HSP Equipment List

Item	Agency	Project No.	Type	Amount	Qty	Total	Source	Pg
1	Univ of Okla	M3DA-15-06-05-09	Server	$6,000	1	$6,000	405(c)	65
2	Univ of Okla	M3DA-15-06-05-09	Storage Array	$24,000	1	$24,000	405(c)	65
3	Univ of Okla	M3DA-15-06-06-12	Server	$6,000	1	$6,000	405(c)	66
4	Calera PD	SE-15-03-02-07	Motorcycle	$30,000	1	$30,000	402	58
5	OHSO		Motor Vehicle	$25,000	1	$25,000	402	
					TOTAL	**$91,000.00**		

JUSTIFICATIONS

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j))

Item 1: A server is requested to handle additional load of form submissions. This request has been reviewed and approved by the Traffic Records Council.

Item 2: The Cluster Storage Array is requested to increase the capacity of data storage and replace outdated equipment in the PARIS system. This request has been reviewed and approved by the Traffic Records Council.

Item 3: The server currently in use at the University of Oklahoma to support the SAFE-T project needs to be upgraded to adequately support the current and future needs for the project. This request has been reviewed and approved by the Traffic Records Council.

Item 4: The Calera Police Department has conducted a successful speed abatement project for the last several years. A main problem area for them is a stretch of Highway 69 which carries heavy car and truck traffic, making speed enforcement difficult for a patrol car. Calera does not currently have a motorcycle unit. These funds will be used to purchase and outfit a police motorcycle which will be used 100% of the time for speed/traffic enforcement purposes to support this project.

Item 5: The OHSO currently has one NHTSA funded vehicle purchased in FY 2004 and two used pool vehicles assigned by DPS. A new, more fuel efficient, vehicle will be purchased for use by OHSO personnel in work related duties. This requested vehicle is to replace one recently released by NHTSA and transferred to state surplus.

Appendices

Appendix A to Part 1200 – Certifications and Assurances

Appendix B – NHTSA Performance Survey

Appendix C – HSP Cost Summary

Appendix D – HSP Match Review

APPENDIX A TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Oklahoma** Fiscal Year: **2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;

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

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

  (I) 80 percent or more of its annual gross revenues in Federal awards;

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

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 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;

- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

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 (applies to subrecipients as well as States)

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 exclude from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

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

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

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

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

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

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles.

The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

_____ _____

Signature Governor's Representative for Highway Safety Date

Michael C. Thompson

Printed name of Governor's Representative for Highway Safety

OHSO/Jordan Advertising

NHTSA Performance Measures Survey
June, 2014

Background and Methodology

In order to comply with the National Highway Traffic Safety Administration (NHTSA), the Oklahoma Highway Safety Office (OHSO) and Jordan Advertising commissioned a performance measure survey to be conducted during the early summer months among licensed drivers over the age of 18 in the state of Oklahoma. For the years 2010, 2011, and 2012, this survey was conducted in early- to mid-July in the state of Oklahoma. In 2013 the survey was conducted in early May, 2013, and this year it was conducted in late May, 2014.

In past years, surveys were conducted using an online methodology, from July 12-27, 2010, from July 18-21, 2011, July 2-9, 2012, May 7-12, 2013, and May 20-25, 2014. Each year, a target of five hundred respondents were randomly selected from across Oklahoma and asked to complete a short online survey about driving behavior and awareness (margin of error = ± 4.38%). In 2014, 501 people responded. The table below summarizes data collection methods since the inception of the performance measures survey.

Year	Dates Data Collected	Number of Respondents*	Methodology
2010	July 12-27	500	Online
2011	July 18-21	517	Online
2012	July 2-9	505	Online
2013	May 7-12	502	Online
2014	May 20-25	501	Online

*In an online survey methodology, the web portal is open until the target number of respondents is collected. When more than 500 respondents are shown as having completed surveys, it is because there were active surveys being completed when the target number was reached. Rather than shut the web portal and generate incomplete surveys, the portal remains open until active surveys are completed.

Respondents are always screened to ensure they are over the age of eighteen, are not employed by a law enforcement agency or advertising or public relations company, and have a current Oklahoma driver's license. The results were collected, compiled, tabulated and analyzed by Kimberling Consulting, Inc. What follows are the results of that survey for the 2014 wave, with comparison to the 2010, 2011, 2012 and 2013 waves where appropriate.

2014 Demographics

Respondents to the randomly sampled population of Oklahoma drivers accurately reflect the overall demographic profile of the state. The gender breakdown of respondents was within the margin of error: 49.9% of respondents are male and 50.1% female.

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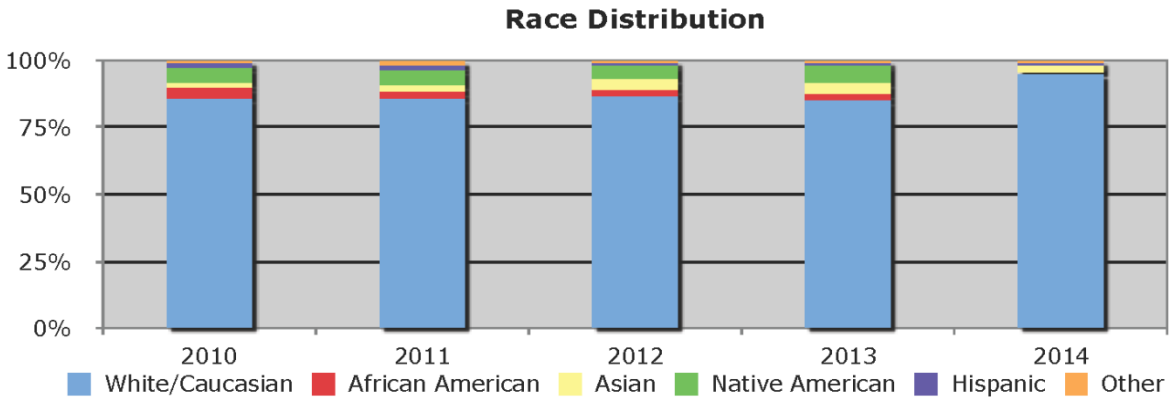
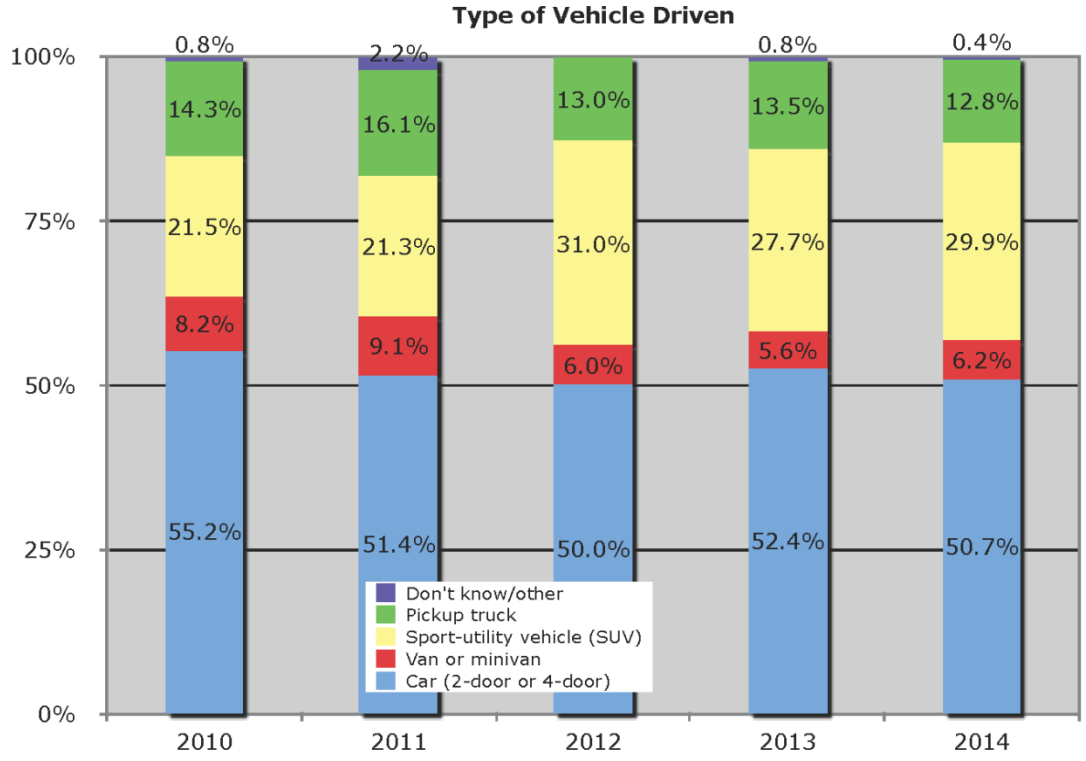
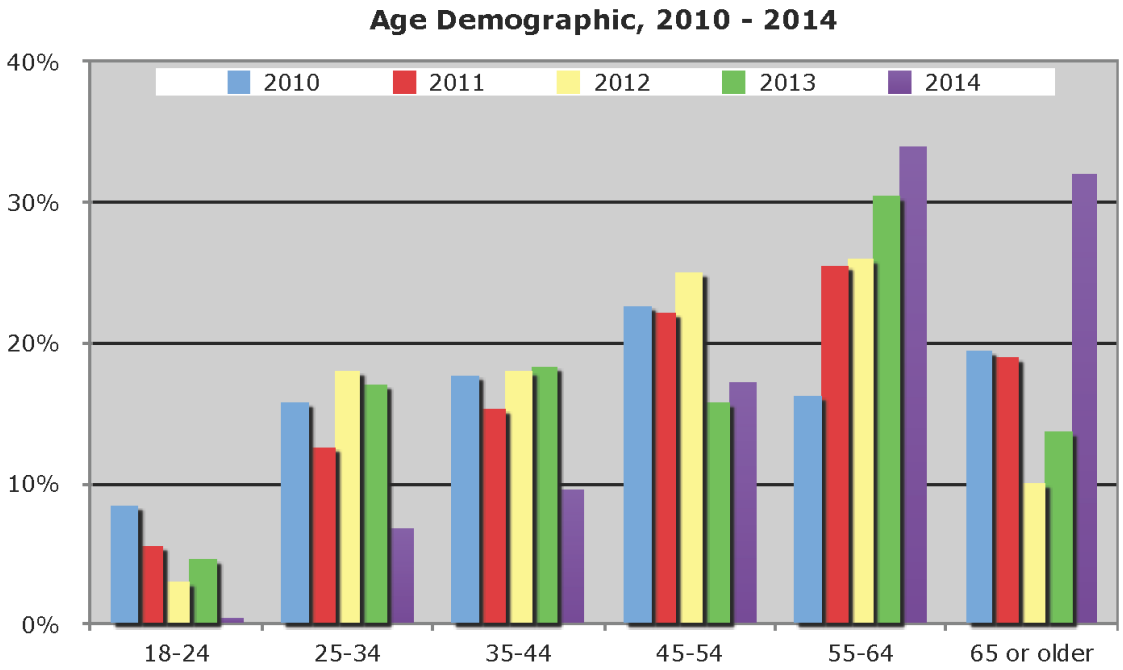
Racial distributions are as expected for the state, as seen in the figure below.



Among respondents, half (50.7%) report driving a 2- or 4-door car most of the time, compared to 56.2% who drive a van or minivan, 29.9% who drive an SUV, and 12.8% who drive a pickup truck. The 2014 data do not represent any departures from past year's statistics regarding demographics; including race, gender, area code and type of vehicle driven.



One change that has occurred from past years is that of the age distribution. As seen in the table below, this year's data (2014) has an age distribution skewed to the left, meaning there are more older respondents (over 55 years of age) than younger (18-24 or 25-34).

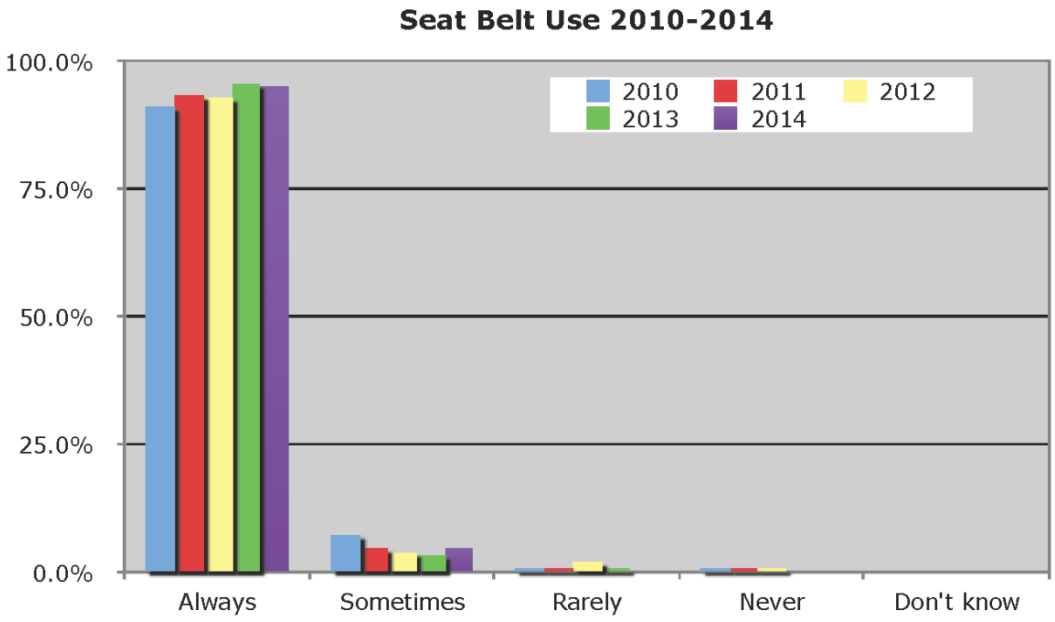


Younger drivers (those in the 18-24 category) tend to be less risk averse - and riskier drivers, than those in the older categories, especially the 55-64 and 65 or older ranges. The first year of the survey, 2010, saw the highest percentage of respondents in the 18-24 age category (8.4%). That percentage has continued a downward trend over the past five years, with 2014 experiencing only 0.4% of respondents in the youngest category (2 respondents). The current year also has the lowest percentages seen yet of respondents in the 25-34 category (6.8%, down from 17.1% in 2013) and in the 35-44 category (9.6%, down from 18.3% last year). Respondents in the 55-64 category climbed three percentage points from 2013 (up to 33.9% from 30.5%) and those in the oldest category - 65 or older - more than doubled (from 13.7% to 32.1%).

These shifts in age distribution could be due to various factors. Sometimes a "rogue" sample is obtained due to random sampling, whereby, simply due to "luck of the draw," a sample that does not necessarily look like the population is obtained in certain demographic areas. This is probably not the case in this sample as the remaining demographics (gender, race, type of vehicle driven) are within the margin of error of past year's demographic distribution. The methodology could be a contributing factor. Online survey respondents used to be dominated by the younger age categories, as those were the individuals most comfortable with computer usage. That trend is changing, and more an more adults and older adults are using computers with comfort and ease. Older respondents - typically considered retired - have more time to complete surveys than those actively engaged in the workforce. The exact reason for the shift in age distribution cannot be known, but attention is paid to any affected shifts in other behaviors and attitudes in the remainder of this report.

Seat Belt Use and Attitudes

Reported seat belt use remains very high. Nearly every respondent (95%) reports wearing a seatbelt "always" when driving or riding in a motor vehicle, with 4.6% reporting "sometimes" usage. As in past years, nearly all respondents (99.6%) reported wearing a seat belt when the "always" and "sometimes" categories are collapsed together.



There are no significant differences in seat belt use across the various age, race, or gender breakdowns, as seen in the table below.

Seat Belt Use 2014	Gender		Age		
	Male	Female	18-34	35-54	55+
Always	96.0%	94.0%	91.7%	94.8%	95.5%
Sometimes	3.6%	5.6%	5.6%	4.5%	4.5%
Rarely	0.4%	0.4%	0.4%	0.7%	0.0%

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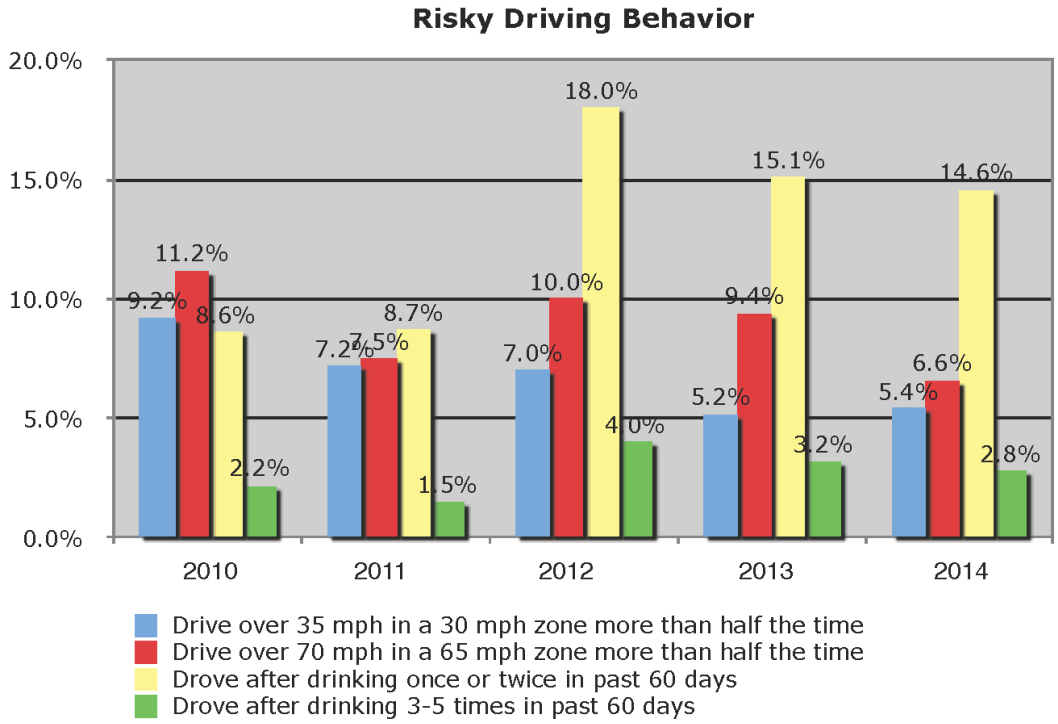
Risky Behavior

As in years past, for the purposes of this survey, a "risk taking driver" is defined as someone who has either driven a motor vehicle within 2 hours after drinking alcoholic beverages once or twice, or who reports driving more than five miles over the speed limit more than half of the time (see figure below).



Risky driving behavior is down almost across the board from 2013. The one exception is those reporting they drive over 35 in a zone marked 30 miles an hour more than half the time (up to 5.4% from 5.2%). The data surrounding drinking and driving behavior are lower in 2014 than in both 2013 and 2012 (which experienced an inexplicable spike). In the past, the survey waves have occurred in July and the Fourth of July weekend has been included in the past 60 days of reference for drinking and driving behavior. In 2013, the survey was conducted in early May and did not include the Memorial Day weekend, and in 2014 data collection was completed during the Memorial Day weekend (but prior to Memorial Day) so the higher drinking and driving numbers (14.6%) is still quite elevated from the 2010 and 2011 survey waves.

As shown in the table and figure below, as risky driving behavior decreases, perception of penalty increases. In other words, the pattern holds that the less a person is likely to say they drive over the speed limit, the more likely they are to believe a person has a high chance of being penalized for not wearing a seatbelt. For the most part, the pattern reverses for perception of receiving a speeding ticket. The more likely a person is to drive over the speed limit, the more likely they are to believe a person has a high chance of receiving a speeding ticket.

Perception of Risk of Receiving Ticket Based on Personal Driving Behavior								
	2011		2012		2013		2014	
	Ticket for No Seatbelt	Speeding ticket	Ticket for No Seatbelt	Speeding ticket	Ticket for No Seatbelt	Speeding ticket	Ticket for No Seatbelt	Speeding ticket
Drive over 35 mph in a 30 mph zone MORE than half the time	19.3%	84.1%	10.2%	86.7%	13.2%	82.4%	10.2%	86.4%
Drive over 35 mph in a 30 mph zone LESS than half the time	23.3%	87.0%	13.8%	83.5%	14.1%	82.1%	14.9%	76.6%
Drive over 35 mph in a 30 mph zone NEVER	29.8%	81.9%	19.3%	79.0%	22.2%	72.2%	16.6%	79.1%
Drive over 70 mph in a 65 mph zone MORE than half the time	17.4%	82.6%	9.6%	83.8%	13.8%	77.9%	14.9%	78.1%
Drive over 70 mph in a 65 mph zone LESS than half the time	24.1%	88.0%	14.5%	83.9%	14.0%	85.0%	13.3%	79.0%
Driver over 70 mph in a 65 mph zone NEVER	28.4%	80.9%	16.9%	83.1%	19.8%	71.0%	17.0%	77.7%
Drove after drinking in past 60 days	10.0%	78.3%	9.1%	84.2%	7.7%	80.8%	6.2%	73.2%
Did not drive after drinking in past 60 days	25.6%	86.3%	14.7%	83.2%	16.3%	80.7%	15.7%	80.1%

Across all survey years, among those more inclined to exhibit risky driving behavior the perceptions of being penalized for law-breaking were different than those who did not participate in risky behavior.

Awareness of Law Enforcement Efforts Regarding Influenced Driving

When looking again at the pattern of risky driving behavior and perceptions of law enforcement messages or efforts to reduce influenced driving, there are interesting patterns. First of all, those who reported having operated a motor vehicle after having at least one drink in the past 60 days are more aware of law enforcement messages regarding influenced driving than those who have not driven after drinking, a pattern which holds from 2011 to 2014.

Aware of Driving Under the Influence Reduction Efforts by Law Enforcement				
	2011	2012	2013	2014
Drive over 35 mph in a 30 mph zone MORE than half the time	46.6%	62.2%	41.8%	43.2%
Drive over 35 mph in a 30 mph zone LESS than half the time	54.8%	63.4%	53.5%	42.8%
Drive over 35 mph in a 30 mph zone NEVER	52.1%	56.1%	44.4%	26.4%
Drive over 70 mph in a 65 mph zone MORE than half the time	46.8%	64.7%	47.3%	40.2%
Drive over 70 mph in a 65 mph zone LESS than half the time	55.6%	62.2%	54.9%	43.1%
Drive over 70 mph in a 65 mph zone NEVER	51.1%	58.4%	38.2%	31.9%
Drove after drinking in past 60 days	56.7%	70.0%	62.5%	51.5%
Did not drive after drinking in past 60 days	52.1%	59.8%	47.5%	38.2%

Another interesting pattern to note is that those who report speeding more than half the time or never are less likely than those who speed some, but less than half the time, are less likely to report being aware of law enforcement messages regarding dangerous driving, though none of the percentage differences are statistically significant. For example, in 2013, 47.3% of those who drive at least five miles over the speed limit in a 65 mph zone more than half the time are aware of law enforcement messages regarding driving under the influence, compared to 38.2% of those who report never speeding, and nearly 55% of those who speed less than half the time (see separate cross tabulations document).

For the most part, there have been no significant changes in data patterns in the past five survey cycles (2010 - 2014). Data will continually be tracked in the future to determine if any changes arise, or if trending patterns hold steady.

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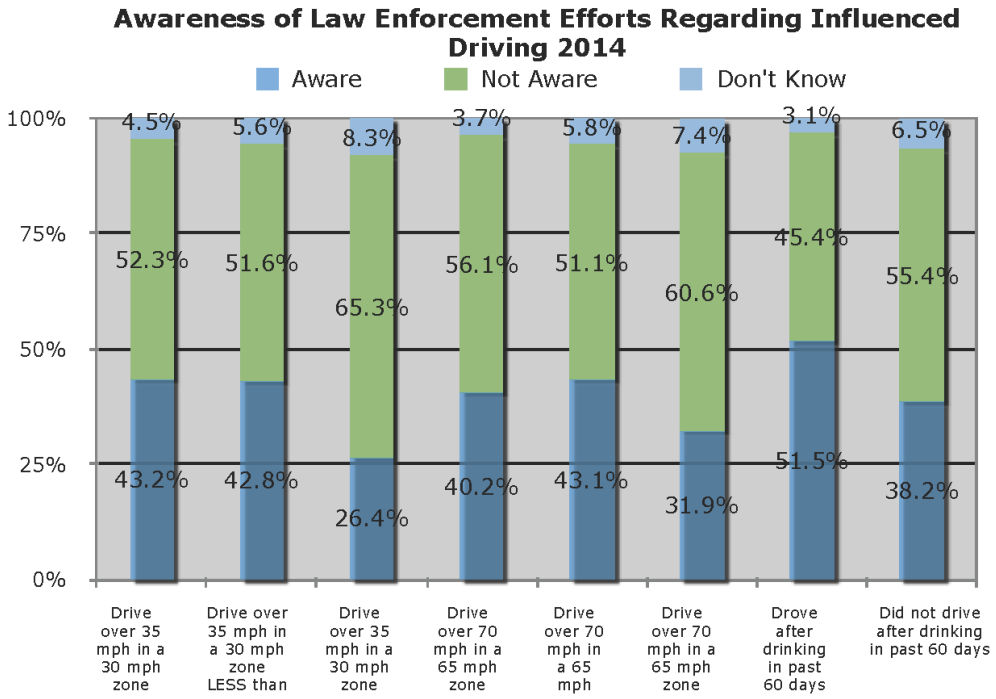
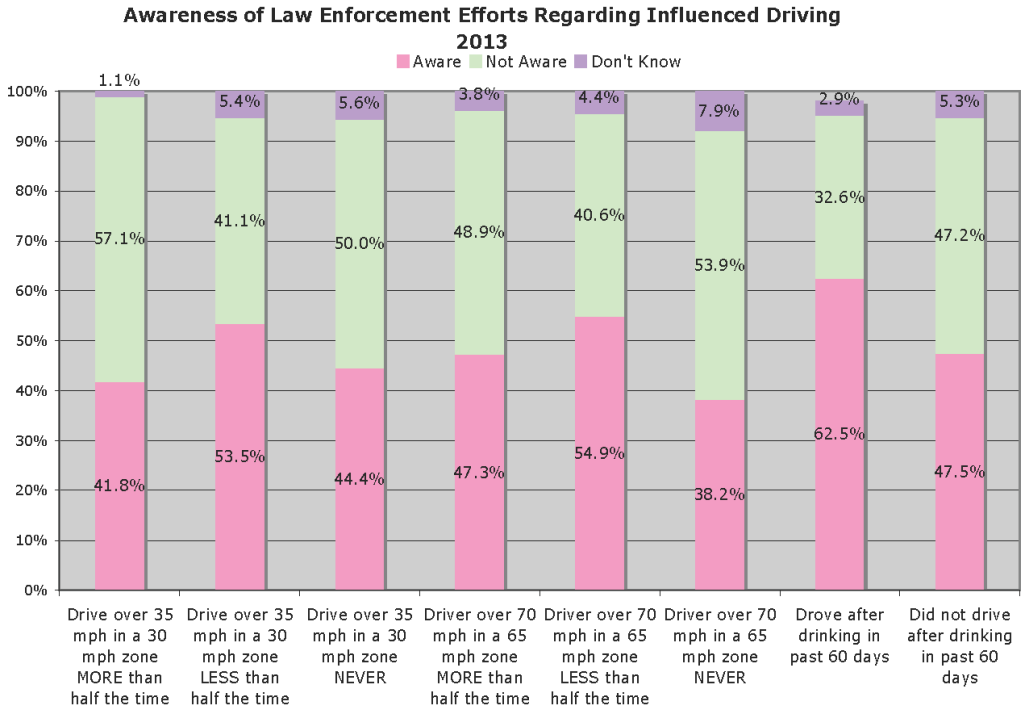
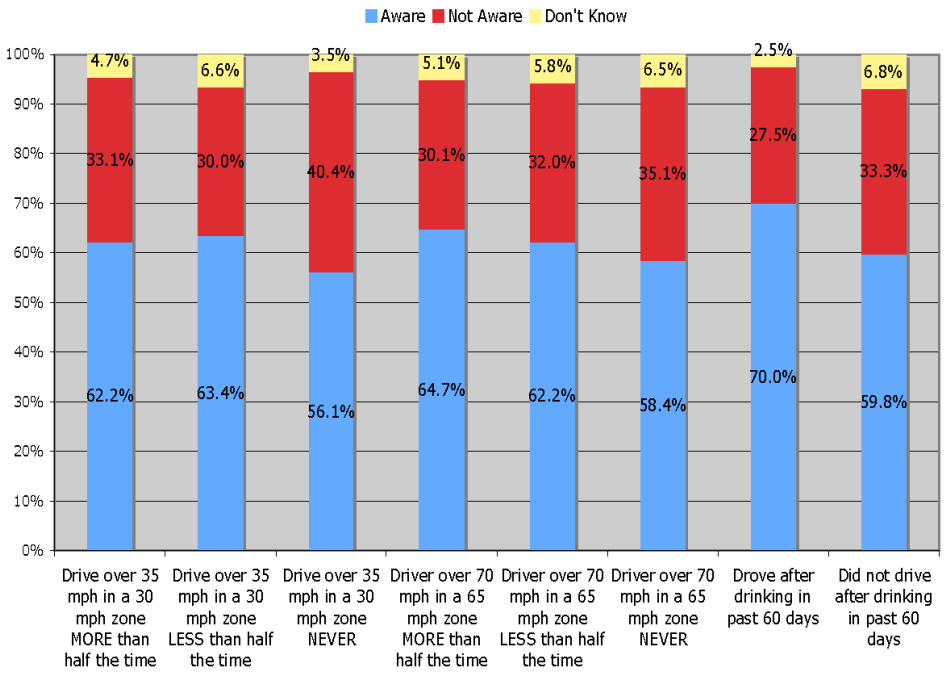
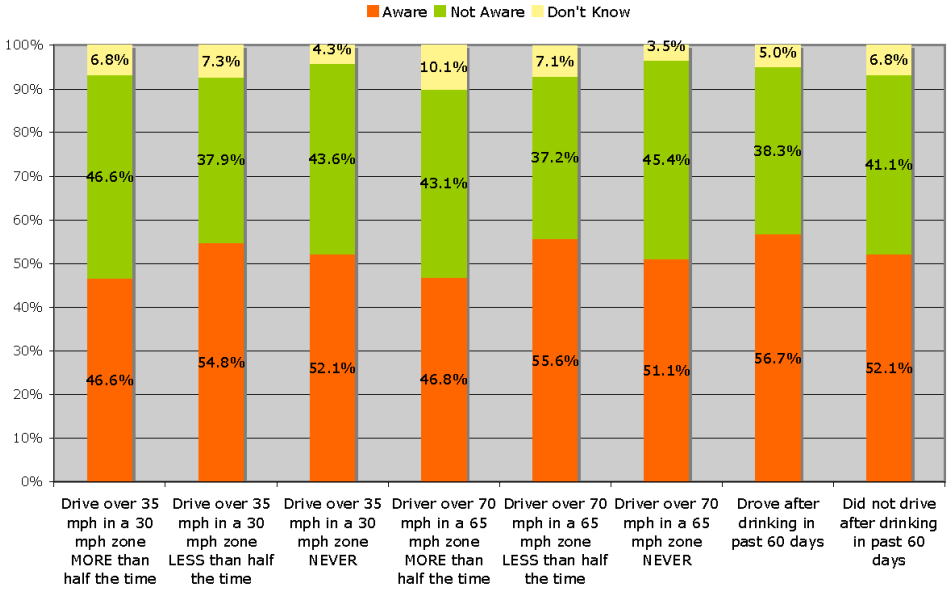

Awareness of Law Enforcement Efforts Regarding Influenced Driving 2014
Aware
Not Aware
Don't Know
100%
75%
50%
25%
0%
4.5%
5.6%
8.3%
3.7%
5.8%
7.4%
3.1%
6.5%
52.3%
51.6%
65.3%
56.1%
51.1%
60.6%
45.4%
55.4%
43.2%
42.8%
26.4%
40.2%
43.1%
31.9%
51.5%
38.2%
Drive over 35 mph in a 30 mph zone
Drive over 35 mph in a 30 mph zone LESS than
Drive over 35 mph in a 30 mph zone
Drive over 70 mph in a 65 mph zone
Drive over 70 mph in a 65 mph
Drive over 70 mph in a 65 mph zone
Drove after drinking in past 60 days
Did not drive after drinking in past 60 days


Awareness of Law Enforcement Efforts Regarding Influenced Driving 2013
Aware
Not Aware
Don't Know
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
1.1%
5.4%
5.6%
3.8%
4.4%
7.9%
2.9%
5.3%
57.1%
41.1%
50.0%
48.9%
40.6%
53.9%
32.6%
47.2%
41.8%
53.5%
44.4%
47.3%
54.9%
38.2%
62.5%
47.5%
Drive over 35 mph in a 30 mph zone MORE than half the time
Drive over 35 mph in a 30 mph zone LESS than half the time
Drive over 35 mph in a 30 mph zone NEVER
Driver over 70 mph in a 65 mph zone MORE than half the time
Driver over 70 mph in a 65 mph zone LESS than half the time
Driver over 70 mph in a 65 mph zone NEVER
Drove after drinking in past 60 days
Did not drive after drinking in past 60 days

Awareness of Law Enforcement Efforts Regarding Influenced Driving 2012



Awareness of Law Enforcement Efforts Regarding Influenced Driving 2011



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

Highway Safety Plan Cost Summary

2015 HSP-1

Program Area	Project	Description	State Funds	Current Balance	Share to Local
NHTSA					
NHTSA 402					
Planning and Administration					
	PA-2015-07-01-00	Planning & Administration	$277,614.00	$277,614.00	$.00
	Planning and Administration Total		**$277,614.00**	**$277,614.00**	**$.00**
Alcohol					
	AL-2015-03-01-17	Edmond PD	$.00	$46,000.00	$46,000.00
	AL-2015-03-02-06	Logan County SO	$.00	$46,770.00	$46,770.00
	AL-2015-03-03-01	Mustang PD	$.00	$27,000.00	$27,000.00
	AL-2015-03-04-08	Oklahoma County SO	$.00	$100,000.00	$100,000.00
	AL-2015-03-05-12	Sand Spring PD	$.00	$48,300.00	$48,300.00
	AL-2015-03-06-14	Sapulpa PD	$.00	$30,000.00	$30,000.00
	AL-2015-03-07-08	Tulsa PD	$.00	$74,180.88	$74,180.88
	AL-2015-03-08-03	Tuttle PD	$.00	$13,000.00	$13,000.00
	AL-2015-03-09-06	Washington County SO	$.00	$27,855.00	$27,855.00
	AL-2015-03-98-00	OP - LE Outreach	$.00	$100,000.00	$100,000.00
	AL-2015-07-01-00	Program Area Management	$.00	$325,437.00	$.00
Alcohol Total			**$.00**	**$838,542.88**	**$513,105.88**
Motorcycle Safety					
	MC-2015-02-02-14	Broken Arrow PD	$.00	$17,650.00	$17,650.00
	MC-2015-07-01-00	Program Area Management	$.00	$46,126.00	$.00
	MC-2015-07-02-00	State Match	$15,944.00	$.00	$.00
	Motorcycle Safety Total		**$15,944.00**	**$63,776.00**	**$17,650.00**
Occupant Protection					
	OP-2015-02-01-01	DCCCA	$.00	$46,393.00	$.00
	OP-2015-03-01-07	Ada PD	$.00	$20,000.00	$20,000.00
	OP-2015-03-02-06	Logan County SO	$.00	$10,000.00	$10,000.00
	OP-2015-03-03-08	Oklahoma County SO	$.00	$100,000.00	$100,000.00
	OP-2015-03-04-11	Purcell PD	$.00	$20,000.00	$20,000.00
	OP-2015-04-01-00	PI&E	$.00	$5,250.00	$.00

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Program Area	Project	Description	State Funds	Current Balance	Share to Local
	OP-2015-07-01-00	Program Area Management	$.00	$106,863.00	$.00
	Occupant Protection Total		**$.00**	**$308,506.00**	**$150,000.00**
Pedestrian/Bicycle Safety					
	PS-2015-02-01-01	Indian Nations Council of Govt	$.00	$30,711.00	$.00
	Pedestrian/Bicycle Safety Total		**$.00**	**$30,711.00**	**$.00**
Police Traffic Services					
	PT-2015-03-01-02	Alva PD	$.00	$10,500.00	$10,500.00
	PT-2015-03-02-14	Bixby PD	$.00	$29,225.00	$29,225.00
	PT-2015-03-03-15	Broken Arrow PD	$.00	$79,000.00	$79,000.00
	PT-2015-03-04-04	Catoosa PD	$.00	$39,500.00	$39,500.00
	PT-2015-03-05-02	Drumright PD	$.00	$17,900.00	$17,900.00
	PT-2015-03-06-12	Durant PD	$.00	$34,300.00	$34,300.00
	PT-2015-03-07-11	Enid PD	$.00	$2,000.00	$2,000.00
	PT-2015-03-08-05	Grove PD	$.00	$22,500.00	$22,500.00
	PT-2015-03-09-02	Idabel PD	$.00	$12,600.00	$12,600.00
	PT-2015-03-10-05	Kiowa County SO	$.00	$16,463.00	$16,463.00
	PT-2015-03-11-04	Lincoln County SO	$.00	$30,000.00	$30,000.00
	PT-2015-03-12-06	McAlester PD	$.00	$28,580.00	$28,580.00
	PT-2015-03-13-12	Midwest City PD	$.00	$32,000.00	$32,000.00
	PT-2015-03-14-07	Norman PD	$.00	$16,500.00	$16,500.00
	PT-2015-03-15-11	Oklahoma City PD	$.00	$2,000.00	$2,000.00
	PT-2015-03-16-08	Oklahoma County SO	$.00	$91,000.00	$91,000.00
	PT-2015-03-17-10	Owasso PD	$.00	$66,000.00	$66,000.00
	PT-2015-03-18-08	Ponca City PD	$.00	$25,000.00	$25,000.00
	PT-2015-03-19-05	Pottawatomie County SO	$.00	$47,100.00	$47,100.00
	PT-2015-03-20-14	Sapulpa PD	$.00	$27,000.00	$27,000.00
	PT-2015-03-21-09	Shawnee PD	$.00	$20,000.00	$20,000.00
	PT-2015-03-22-06	Skiatook PD	$.00	$20,000.00	$20,000.00
	PT-2015-03-23-13	Tahlequah PD	$.00	$17,000.00	$17,000.00
	PT-2015-03-24-08	Tulsa County SO	$.00	$2,000.00	$2,000.00

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Program Area	Project	Description	State Funds	Current Balance	Share to Local
	PT-2015-03-25-05	Warr Acres PD	$.00	$14,800.00	$14,800.00
	PT-2015-03-26-07	Madill PD	$.00	$2,000.00	$2,000.00
	PT-2015-03-99-00	Mobilization Incentives	$.00	$113,000.00	$113,000.00
	PT-2015-04-01-00	PI&E	$.00	$5,250.00	$.00
	PT-2015-05-01-04	DPS - OHP- Crash Team	$.00	$37,575.00	$.00
	PT-2015-05-02-08	DPS - OHP - LELs	$.00	$552,128.24	$.00
	PT-2015-05-03-14	OACP - LE Challenge	$.00	$50,000.00	$.00
	PT-2015-05-04-11	OU Conference Pros	$.00	$50,000.00	$.00
	PT-2015-07-01-00	Program Area Management	$.00	$190,278.00	$.00
	PT-2015-07-02-00	State Match	$879,642.28	$.00	$.00
	Police Traffic Services Total		**$879,642.28**	**$1,703,199.24**	**$817,968.00**
Traffic Records					
	TR-2015-05-01-00	UCO - Data Analysis	$.00	$22,000.00	$.00
	TR-2015-07-01-00	Program Area Management	$.00	$108,965.00	$.00
	Traffic Records Total		**$.00**	**$130,965.00**	**$.00**
Driver Education					
	DE-2015-02-01-05	OK Safety Council	$.00	$20,000.00	$.00
	DE-2015-02-02-01	Educational Alternatives	$.00	$81,477.00	$.00
	DE-2015-05-01-03	DPS - QA - DL	$.00	$79,123.00	$.00
	Driver Education Total		**$.00**	**$180,600.00**	**$.00**
Railroad/Highway Crossings					
	RH-2015-02-01-11	OK Operation Lifesaver	$.00	$37,500.00	$.00
	Railroad/Highway Crossings Total		**$.00**	**$37,500.00**	**$.00**
Speed Enforcement					
	SE-2015-03-01-12	Bethany PD	$.00	$33,500.00	$33,500.00
	SE-2015-03-02-07	Calera PD	$.00	$62,000.00	$62,000.00
	SE-2015-03-03-04	Choctaw PD	$.00	$17,500.00	$17,500.00
	SE-2015-03-04-07	Madill PD	$.00	$26,920.00	$26,920.00
	SE-2015-03-05-02	Perkins PD	$.00	$18,625.00	$18,625.00
	SE-2015-03-06-05	Tecumseh PD	$.00	$22,000.00	$22,000.00

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Program Area	Project	Description	State Funds	Current Balance	Share to Local
	Speed Enforcement Total		**$.00**	**$180,545.00**	**$180,545.00**
Paid Advertising					
	PM-2015-02-01-04	Jordan Advertising	$.00	$108,000.00	$.00
	Paid Advertising Total		**$.00**	**$108,000.00**	**$.00**
	NHTSA 402 Total		**$1,173,200.28**	**$3,859,959.12**	**$1,679,268.88**
2010 Motorcycle Safety					
	K6-2015-02-01-04	Jordan Advertising	$.00	$117,072.51	$.00
	2010 Motorcycle Safety Incentive Total		**$.00**	**$117,072.51**	**$.00**
	2010 Motorcycle Safety Total		**$.00**	**$117,072.51**	**$.00**
164 Transfer Funds					
	164AL-2015-03-01-14	Bixby PD	$.00	$25,000.00	$25,000.00
	164AL-2015-03-02-03	Cherokee county SO	$.00	$24,000.00	$24,000.00
	164AL-2015-03-03-08	DPS - OHP	$.00	$146,465.00	$.00
	164AL-2015-03-04-11	Enid PD	$.00	$33,000.00	$33,000.00
	164AL-2015-03-05-07	Kay County SO	$.00	$20,000.00	$20,000.00
	164AL-2015-03-06-07	Norman PD	$.00	$35,000.00	$35,000.00
	164AL-2015-03-07-11	Oklahoma City PD	$.00	$153,000.00	$153,000.00
	164AL-2015-03-09-08	Tulsa County SO	$.00	$105,000.00	$105,000.00
	164AL-2015-03-10-12	Lawton PD	$.00	$100,000.00	$100,000.00
	164AL-2015-06-01-07	OSU PD	$.00	$89,276.00	$.00
	164AL-2015-07-01-00	GIDPAC	$.00	$165,000.00	$.00
	164 Alcohol Total		**$.00**	**$895,741.00**	**$495,000.00**
	164 Transfer Funds Total		**$.00**	**$895,741.00**	**$495,000.00**
MAP 21 405b OP Low					
	M2HVE-2015-03-01-04	Creek County SO	$.00	$20,000.00	$.00
	M2HVE-2015-03-02-09	DPS - OHP	$.00	$275,000.00	$.00
	M2HVE-2015-03-03-17	Edmond PD	$.00	$46,000.00	$.00
	M2HVE-2015-03-04-11	Enid PD	$.00	$45,000.00	$.00
	M2HVE-2015-03-06-07	Norman PD	$.00	$25,000.00	$.00
	M2HVE-2015-03-07-11	Oklahoma City PD	$.00	$133,000.00	$.00

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Program Area	Project	Description	State Funds	Current Balance	Share to Local
	M2HVE-2015-07-01-00	DPS-OHP-HVE Coordinator	$.00	$128,519.00	$.00
	M2HVE-2015-07-02-00	State Match	$342,200.01	$.00	$.00
	405b Low HVE Total		**$342,200.01**	**$672,519.00**	**$.00**
405b Low Training					
	M2TR-2015-02-01-17	Safe Kids OK	$.00	$26,504.00	$.00
	M2TR-2015-02-02-15	St Francis - Tulsa Area Safe Kids	$.00	$33,100.00	$.00
	405b Low Training Total		**$.00**	**$59,604.00**	**$.00**
405b Low Public Education					
	M2PE-2015-02-01-04	Jordan Advertising	$.00	$262,057.15	$.00
	M2PE-2015-02-02-00	Sports Marketing	$.00	$47,680.90	$.00
	M2PE-2015-04-01-00	PI&E	$.00	$5,000.00	$.00
	405b Low Public Education Total		**$.00**	**$314,738.05**	**$.00**
405b Low Community CPS Services					
	M2CPS-2015-02-01-17	Sake Kids OK	$.00	$99,496.00	$.00
	M2CPS-2015-02-02-15	St Francis - Tulsa Area Safe Kids	$.00	$72,278.00	$.00
	405b Low Community CPS Services Total		**$.00**	**$171,774.00**	**$.00**
405b Low CSS Purchase/Distribution					
	M2CSS-2015-02-01-17	Safe Kids OK	$.00	$41,000.00	$.00
	M2CSS-2015-02-02-15	St Francis - Tulsa Area Safe Kids	$.00	$26,000.00	$.00
	405b Low CSS Purchase/Distribution Total		**$.00**	**$67,000.00**	**$.00**
405b Low OP Information System					
	M2OP-2015-05-01-00	Seat Belt/Pickups/Child Passenger Survey	$.00	$83,165.00	$.00
	405b Low OP Information System Total		**$.00**	**$83,165.00**	**$.00**
	MAP 21 405b OP Low Total		**$342,200.01**	**$1,368,800.05**	**$.00**
MAP 21 405c Data Program					
	M3DA-2015-05-01-08	DPS - Traffic Records Support	$.00	$85,000.00	$.00
	M3DA-2015-05-02-02	DPS - PARIS/Enforcement Planner	$.00	$80,000.00	$.00
	M3DA-2015-06-01-02	CNI - Data Systems	$.00	$50,000.00	$.00
	M3DA-2015-06-03-01	DPS - DUI Tracking Database	$.00	$500,000.00	$.00
	M3DA-2015-06-04-01	DPS - IT Modernization	$.00	$500,000.00	$.00

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Program Area	Project	Description	State Funds	Current Balance	Share to Local
	M3DA-2015-06-05-09	OU Board of Regents - PARIS/Software Dev	$.00	$368,500.00	$.00
	M3DA-2015-06-06-12	OU Board of Regents - Safe-T	$.00	$74,825.00	$.00
	M3DA-2015-07-01-00	Data Projects/PARIS - TBD by TR Council	$.00	$450,792.43	$.00
	M3DA-2015-07-02-00	State Match	$527,279.36	$.00	$.00
	405c Data Program Total		**$527,279.36**	**$2,109,117.43**	**$.00**
	MAP 21 405c Data Program Total		**$527,279.36**	**$2,109,117.43**	**$.00**
MAP 21 405d Impaired Driving Mid					
	M5HVE-2015-03-01-09	DPS - OHP	$.00	$639,412.00	$.00
	M5HVE-2015-03-02-04	Scenic Rivers Commission	$.00	$12,500.00	$.00
	M5HVE-2015-03-03-08	Tulsa PD	$.00	$72,814.12	$.00
	M5HVE-2015-07-02-00	State Match	$1,054,027.60	$.00	$.00
	405d Mid HVE Total		**$1,054,027.60**	**$724,726.12**	**$.00**
405d Mid ID Coordinator					
	M5IDC-2015-07-01-00	DPS - OHP - Impaired Driving Coordinator	$.00	$143,057.01	$.00
	405d Mid ID Coordinator Total		**$.00**	**$143,057.01**	**$.00**
405d Mid Court Support					
	M5CS-2015-02-01-12	District Atty's Council	$.00	$190,000.00	$.00
	M5CS-2015-02-02-04	East Central University	$.00	$113,097.00	$.00
	405d Mid Court Support Total		**$.00**	**$303,097.00**	**$.00**
405d Mid BAC Testing/Reporting					
	M5BAC-2015-05-01-02	Able Commission	$.00	$22,232.00	$.00
	M5BAC-2015-05-02-07	OSBI	$.00	$200,000.00	$.00
	405d Mid BAC Testing/Reporting Total		**$.00**	**$222,232.00**	**$.00**
405d Mid Paid/Earned Media					
	M5PEM-2015-02-01-04	Jordan Advertising	$.00	$673,507.16	$.00
	M5PEM-2015-02-02-00	Sports Marketing	$.00	$400,528.10	$.00
	M5PEM-2015-02-03-00	Endui car wraps	$.00	$30,000.00	$.00
	405d Mid Paid/Earned Media Total		**$.00**	**$1,104,035.26**	**$.00**
405d Mid Training					
	M5TR-2015-02-03-15	Norman PD	$.00	$71,000.00	$.00

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Program Area	Project	Description	State Funds	Current Balance	Share to Local
	M5TR-2015-02-04-14	OACP	$.00	$68,047.00	$.00
	M5TR-2015-04-01-00	PI&E	$.00	$21,500.00	$.00
	M5TR-2015-05-01-02	Able Commission	$.00	$13,312.00	$.00
	M5TR-2015-05-02-02	Board of Test	$.00	$75,829.00	$.00
	M5TR-2015-05-03-02	CLEET	$.00	$75,000.00	$.00
	M5TR-2015-05-04-02	DMHSAS	$.00	$58,371.00	$.00
	M5TR-2015-05-05-11	OU Conf Pros	$.00	$50,000.00	$.00
405d Mid Training Total			**$.00**	**$433,059.00**	**$.00**
405d Mid Information System					
	M5IS-2015-05-01-02	DMHSAS	$.00	$112,768.00	$.00
	M5IS-2015-06-02-01	DPS - DUI Tracking Database	$.00	$500,000.00	$.00
405d Mid Information System Total			**$.00**	**$612,768.00**	**$.00**
405d Mid Other Based on Problem ID					
	M5OT-2015-03-01-02	DMHSAS	$.00	$156,185.00	$.00
	M5OT-2015-07-01-02	GIDPAC	$.00	$516,951.00	$.00
405d Mid Other Based on Problem ID Total			**$.00**	**$673,136.00**	**$.00**
MAP 21 405d Impaired Driving Mid Total			**$1,054,027.60**	**$4,216,110.39**	**$.00**
MAP 21 405f Motorcycle Programs					
	M9MT-2015-02-01-17	Edmond PD	$.00	$34,125.00	$.00
	M9MT-2015-05-01-03	DPS - QA Coordinator	$.00	$64,364.00	$.00
	M9MT-2015-07-02-00	State Match	$27,466.00	$.00	$.00
405f Motorcyclist Training Total			**$27,466.00**	**$98,489.00**	**$.00**
405f Motorcyclist Awareness					
	M9MA-2015-02-01-17	Edmond PD	$.00	$11,375.00	$.00
405f Motorcyclist Awareness Total			**$.00**	**$11,375.00**	**$.00**
MAP 21 405f Motorcycle Programs Total			**$27,466.00**	**$109,864.00**	**$.00**
NHTSA Total			**$3,124,173.25**	**$12,676,664.50**	**$2,174,268.88**
Total			**$3,124,173.25**	**$12,676,664.50**	**$2,174,268.88**

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HSP Match Review

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Program Area	Project	Approved Amount (A)	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-2015-07-01-00	$277,614.00	$277,614.00	$.00	$.00 0%	$277,614.00 50%	$277,614.00 100%
	Planning and Administration Total	**$277,614.00**	**$277,614.00**	**$.00**	**$.00 0%**	**$277,614.00 50%**	**$277,614.00 100%**
Alcohol							
	AL-2015-03-04-08	$100,000.00	$100,000.00	$.00	$100,000.00 100%		
	AL-2015-03-05-12	$48,300.00	$24,000.00	$24,300.00	$48,300.00 100%		
	AL-2015-03-06-14	$30,000.00	$15,000.00	$15,000.00	$30,000.00 100%		
	AL-2015-03-08-03	$13,000.00	$10,000.00	$3,000.00	$13,000.00 100%		
	AL-2015-03-09-06	$27,855.00	$27,855.00	$.00	$27,855.00 100%		
	AL-2015-03-98-00	$100,000.00	$70,000.00	$30,000.00	$100,000.00 100%		
	AL-2015-07-01-00	$325,437.00	$325,437.00	$.00	$.00 0%		
	AL-2015-03-01-17	$46,000.00	$31,000.00	$15,000.00	$46,000.00 100%		
	AL-2015-03-02-06	$46,770.00	$31,770.00	$15,000.00	$46,770.00 100%		
	AL-2015-03-07-08	$74,180.88	$74,180.88	$.00	$74,180.88 100%		
	AL-2015-03-03-01	$27,000.00	$27,000.00	$.00	$27,000.00 100%		
	Alcohol Total	**$838,542.88**	**$736,242.88**	**$102,300.00**	**$513,105.88 61%**		

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Motorcycle Safety							
	MC-2015-07-02-00	$.00	$.00	$.00	$.00 0%		
	MC-2015-02-02-14	$17,650.00	$17,650.00	$.00	$17,650.00 100%		
	MC-2015-07-01-00	$46,126.00	$46,126.00	$.00	$.00 0%		
	Motorcycle Safety Total	**$63,776.00**	**$63,776.00**	**$.00**	**$17,650.00 28%**		
Occupant Protection							
	OP-2015-03-02-06	$10,000.00	$7,000.00	$3,000.00	$10,000.00 100%		
	OP-2015-03-03-08	$100,000.00	$50,000.00	$50,000.00	$100,000.00 100%		
	OP-2015-03-04-11	$20,000.00	$10,000.00	$10,000.00	$20,000.00 100%		
	OP-2015-04-01-00	$5,250.00	$5,250.00	$.00	$.00 0%		
	OP-2015-02-01-01	$46,393.00	$40,000.00	$6,393.00	$.00 0%		
	OP-2015-03-01-07	$20,000.00	$20,000.00	$.00	$20,000.00 100%		
	OP-2015-07-01-00	$106,863.00	$56,863.00	$50,000.00	$.00 0%		
	Occupant Protection Total	**$308,506.00**	**$189,113.00**	**$119,393.00**	**$150,000.00 49%**		
Pedestrian/Bicycle Safety							
	PS-2015-02-01-01	$30,711.00	$20,711.00	$10,000.00	$.00 0%		
	Pedestrian/Bicycle Safety Total	**$30,711.00**	**$20,711.00**	**$10,000.00**	**$.00 0%**		

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Police Traffic Services							
	PT-2015-03-03-15	$79,000.00	$79,000.00	$.00	$79,000.00 100%		
	PT-2015-03-02-14	$29,225.00	$19,225.00	$10,000.00	$29,225.00 100%		
	PT-2015-03-01-02	$10,500.00	$10,500.00	$.00	$10,500.00 100%		
	PT-2015-03-04-04	$39,500.00	$30,000.00	$9,500.00	$39,500.00 100%		
	PT-2015-03-05-02	$17,900.00	$10,000.00	$7,900.00	$17,900.00 100%		
	PT-2015-03-06-12	$34,300.00	$24,300.00	$10,000.00	$34,300.00 100%		
	PT-2015-03-07-11	$2,000.00	$2,000.00	$.00	$2,000.00 100%		
	PT-2015-03-08-05	$22,500.00	$22,500.00	$.00	$22,500.00 100%		
	PT-2015-03-09-02	$12,600.00	$12,600.00	$.00	$12,600.00 100%		
	PT-2015-03-10-05	$16,463.00	$8,463.00	$8,000.00	$16,463.00 100%		
	PT-2015-03-11-04	$30,000.00	$30,000.00	$.00	$30,000.00 100%		
	PT-2015-03-12-06	$28,580.00	$18,580.00	$10,000.00	$28,580.00 100%		
	PT-2015-03-13-12	$32,000.00	$22,000.00	$10,000.00	$32,000.00 100%		
	PT-2015-03-14-07	$16,500.00	$16,500.00	$.00	$16,500.00 100%		
	PT-2015-03-15-11	$2,000.00	$2,000.00	$.00	$2,000.00 100%		

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2015-03-16-08	$91,000.00	$81,000.00	$10,000.00	$91,000.00 100%		
	PT-2015-03-17-10	$66,000.00	$53,000.00	$13,000.00	$66,000.00 100%		
	PT-2015-03-18-08	$25,000.00	$15,000.00	$10,000.00	$25,000.00 100%		
	PT-2015-03-19-05	$47,100.00	$27,100.00	$20,000.00	$47,100.00 100%		
	PT-2015-03-20-14	$27,000.00	$17,000.00	$10,000.00	$27,000.00 100%		
	PT-2015-03-21-09	$20,000.00	$10,000.00	$10,000.00	$20,000.00 100%		
	PT-2015-03-22-06	$20,000.00	$10,000.00	$10,000.00	$20,000.00 100%		
	PT-2015-03-23-13	$17,000.00	$17,000.00	$.00	$17,000.00 100%		
	PT-2015-03-24-08	$2,000.00	$1,000.00	$1,000.00	$2,000.00 100%		
	PT-2015-03-25-05	$14,800.00	$10,000.00	$4,800.00	$14,800.00 100%		
	PT-2015-03-26-07	$2,000.00	$1,000.00	$1,000.00	$2,000.00 100%		
	PT-2015-03-99-00	$113,000.00	$113,000.00	$.00	$113,000.00 100%		
	PT-2015-04-01-00	$5,250.00	$5,250.00	$.00	$.00 0%		
	PT-2015-05-01-04	$37,575.00	$27,575.00	$10,000.00	$.00 0%		
	PT-2015-05-02-08	$552,128.24	$545,501.30	$6,626.94	$.00 0%		

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2015-05-03-14	$50,000.00	$30,000.00	$20,000.00	$.00 0%		
	PT-2015-05-04-11	$50,000.00	$45,000.00	$5,000.00	$.00 0%		
	PT-2015-07-01-00	$190,278.00	$141,744.75	$48,533.25	$.00 0%		
	PT-2015-07-02-00	$.00	$.00	$.00	$.00 0%		
	Police Traffic Services Total	**$1,703,199.24**	**$1,457,839.05**	**$245,360.19**	**$817,968.00** **48%**		
Traffic Records							
	TR-2015-07-01-00	$108,965.00	$78,965.00	$30,000.00	$.00 0%		
	TR-2015-05-01-00	$22,000.00	$12,000.00	$10,000.00	$.00 0%		
	Traffic Records Total	**$130,965.00**	**$90,965.00**	**$40,000.00**	**$.00** **0%**		
Driver Education							
	DE-2015-02-01-05	$20,000.00	$20,000.00	$.00	$.00 0%		
	DE-2015-02-02-01	$81,477.00	$81,477.00	$.00	$.00 0%		
	DE-2015-05-01-03	$79,123.00	$79,123.00	$.00	$.00 0%		
	Driver Education Total	**$180,600.00**	**$180,600.00**	**$.00**	**$.00** **0%**		
Railroad/Highway Crossings							
	RH-2015-02-01-11	$37,500.00	$37,500.00	$.00	$.00 0%		
	Railroad/Highway Crossings Total	**$37,500.00**	**$37,500.00**	**$.00**	**$.00** **0%**		

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Speed Enforcement							
	SE-2015-03-02-07	$62,000.00	$42,000.00	$20,000.00	$62,000.00 100%		
	SE-2015-03-04-07	$26,920.00	$26,920.00	$.00	$26,920.00 100%		
	SE-2015-03-05-02	$18,625.00	$18,625.00	$.00	$18,625.00 100%		
	SE-2015-03-06-05	$22,000.00	$22,000.00	$.00	$22,000.00 100%		
	SE-2015-03-03-04	$17,500.00	$17,500.00	$.00	$17,500.00 100%		
	SE-2015-03-01-12	$33,500.00	$33,500.00	$.00	$33,500.00 100%		
	Speed Enforcement Total	**$180,545.00**	**$160,545.00**	**$20,000.00**	**$180,545.00 100%**		
Paid Advertising							
	PM-2015-02-01-04	$108,000.00	$98,000.00	$10,000.00	$.00 0%		
	Paid Advertising Total	**$108,000.00**	**$98,000.00**	**$10,000.00**	**$.00 0%**		
	NHTSA 402 Total	**$3,859,959.12**	**$3,312,905.93**	**$547,053.19**	**$1,679,268.88 44%**	**$277,614.00 50%**	**$277,614.00 7%**
2010 Motorcycle Safety							
	K6-2015-02-01-04	$117,072.51	$.00	$117,072.51	$.00 0%		
	2010 Motorcycle Safety Incentive Total	**$117,072.51**	**$.00**	**$117,072.51**	**$.00 0%**		
	2010 Motorcycle Safety Total	**$117,072.51**	**$.00**	**$117,072.51**	**$.00 0%**		
164 Transfer Funds							

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	164AL-2015-07-01-00	$165,000.00	$.00	$165,000.00	$.00 0%		
	164AL-2015-06-01-07	$89,276.00	$.00	$89,276.00	$.00 0%		
	164AL-2015-03-10-12	$100,000.00	$.00	$100,000.00	$100,000.00 100%		
	164AL-2015-03-09-08	$105,000.00	$.00	$105,000.00	$105,000.00 100%		
	164AL-2015-03-07-11	$153,000.00	$.00	$153,000.00	$153,000.00 100%		
	164AL-2015-03-06-07	$35,000.00	$.00	$35,000.00	$35,000.00 100%		
	164AL-2015-03-05-07	$20,000.00	$.00	$20,000.00	$20,000.00 100%		
	164AL-2015-03-04-11	$33,000.00	$.00	$33,000.00	$33,000.00 100%		
	164AL-2015-03-03-08	$146,465.00	$.00	$146,465.00	$.00 0%		
	164AL-2015-03-01-14	$25,000.00	$.00	$25,000.00	$25,000.00 100%		
	164AL-2015-03-02-03	$24,000.00	$.00	$24,000.00	$24,000.00 100%		
	164 Alcohol Total	**$895,741.00**	**$.00**	**$895,741.00**	**$495,000.00** **55%**		
	164 Transfer Funds Total	**$895,741.00**	**$.00**	**$895,741.00**	**$495,000.00** **55%**		
MAP 21 405b OP Low							
	M2HVE-2015-03-04-11	$45,000.00	$25,000.00	$20,000.00	$.00 0%		
	M2HVE-2015-03-06-07	$25,000.00	$15,000.00	$10,000.00	$.00 0%		

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	M2HVE-2015-03-07-11	$133,000.00	$90,000.00	$43,000.00	$.00 0%		
	M2HVE-2015-07-01-00	$128,519.00	$80,000.00	$48,519.00	$.00 0%		
	M2HVE-2015-07-02-00	$.00	$.00	$.00	$.00 0%		
	M2HVE-2015-03-03-17	$46,000.00	$26,000.00	$20,000.00	$.00 0%		
	M2HVE-2015-03-02-09	$275,000.00	$155,000.00	$120,000.00	$.00 0%		
	M2HVE-2015-03-01-04	$20,000.00	$10,000.00	$10,000.00	$.00 0%		
	405b Low HVE Total	**$672,519.00**	**$401,000.00**	**$271,519.00**	**$.00 0%**		
405b Low Training							
	M2TR-2015-02-01-17	$26,504.00	$26,504.00	$.00	$.00 0%		
	M2TR-2015-02-02-15	$33,100.00	$18,100.00	$15,000.00	$.00 0%		
	405b Low Training Total	**$59,604.00**	**$44,604.00**	**$15,000.00**	**$.00 0%**		
405b Low Public Education							
	M2PE-2015-02-02-00	$47,680.90	$27,680.90	$20,000.00	$.00 0%		
	M2PE-2015-02-01-04	$262,057.15	$112,057.15	$150,000.00	$.00 0%		
	M2PE-2015-04-01-00	$5,000.00	$5,000.00	$.00	$.00 0%		
	405b Low Public Education Total	**$314,738.05**	**$144,738.05**	**$170,000.00**	**$.00 0%**		
405b Low Community CPS Services							

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	M2CPS-2015-02-01-17	$99,496.00	$99,496.00	$.00	$.00 0%		
	M2CPS-2015-02-02-15	$72,278.00	$57,278.00	$15,000.00	$.00 0%		
405b Low Community CPS Services Total		**$171,774.00**	**$156,774.00**	**$15,000.00**	**$.00 0%**		
405b Low CSS Purchase/Distribution							
	M2CSS-2015-02-01-17	$41,000.00	$21,000.00	$20,000.00	$.00 0%		
	M2CSS-2015-02-02-15	$26,000.00	$16,000.00	$10,000.00	$.00 0%		
405b Low CSS Purchase/Distribution Total		**$67,000.00**	**$37,000.00**	**$30,000.00**	**$.00 0%**		
405b Low OP Information System							
	M2OP-2015-05-01-00	$83,165.00	$43,165.00	$40,000.00	$.00 0%		
405b Low OP Information System Total		**$83,165.00**	**$43,165.00**	**$40,000.00**	**$.00 0%**		
MAP 21 405b OP Low Total		**$1,368,800.05**	**$827,281.05**	**$541,519.00**	**$.00 0%**		
MAP 21 405c Data Program							
	M3DA-2015-05-01-08	$85,000.00	$85,000.00	$.00	$.00 0%		
	M3DA-2015-05-02-02	$80,000.00	$80,000.00	$.00	$.00 0%		
	M3DA-2015-06-01-02	$50,000.00	$50,000.00	$.00	$.00 0%		
	M3DA-2015-06-03-01	$500,000.00	$.00	$500,000.00	$.00 0%		
	M3DA-2015-06-04-01	$500,000.00	$.00	$500,000.00	$.00 0%		

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	M3DA-2015-06-05-09	$368,500.00	$268,500.00	$100,000.00	$.00 0%		
	M3DA-2015-06-06-12	$74,825.00	$41,192.57	$33,632.43	$.00 0%		
	M3DA-2015-07-01-00	$450,792.43	$250,792.43	$200,000.00	$.00 0%		
	M3DA-2015-07-02-00	$.00	$.00	$.00	$.00 0%		
	405c Data Program Total	**$2,109,117.43**	**$775,485.00**	**$1,333,632.43**	**$.00 0%**		
	MAP 21 405c Data Program Total	**$2,109,117.43**	**$775,485.00**	**$1,333,632.43**	**$.00 0%**		
MAP 21 405d Impaired Driving Mid							
	M5HVE-2015-03-02-04	$12,500.00	$12,500.00	$.00	$.00 0%		
	M5HVE-2015-03-03-08	$72,814.12	$32,814.12	$40,000.00	$.00 0%		
	M5HVE-2015-07-02-00	$.00	$.00	$.00	$.00 0%		
	M5HVE-2015-03-01-09	$639,412.00	$639,412.00	$.00	$.00 0%		
	405d Mid HVE Total	**$724,726.12**	**$684,726.12**	**$40,000.00**	**$.00 0%**		
405d Mid ID Coordinator							
	M5IDC-2015-07-01-00	$143,057.01	$143,057.01	$.00	$.00 0%		
	405d Mid ID Coordinator Total	**$143,057.01**	**$143,057.01**	**$.00**	**$.00 0%**		
405d Mid Court Support							
	M5CS-2015-02-02-04	$113,097.00	$100,000.00	$13,097.00	$.00 0%		

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Program Area	Project	Approved Amount (A)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	M5CS-2015-02-01-12	$190,000.00	$100,000.00	$90,000.00	$.00 0%		
	405d Mid Court Support Total	**$303,097.00**	**$200,000.00**	**$103,097.00**	**$.00 0%**		
405d Mid BAC Testing/Reporting							
	M5BAC-2015-05-02-07	$200,000.00	$100,000.00	$100,000.00	$.00 0%		
	M5BAC-2015-05-01-02	$22,232.00	$22,232.00	$.00	$.00 0%		
	405d Mid BAC Testing/Reporting Total	**$222,232.00**	**$122,232.00**	**$100,000.00**	**$.00 0%**		
405d Mid Paid/Earned Media							
	M5PEM-2015-02-01-04	$673,507.16	$427,389.77	$246,117.39	$.00 0%		
	M5PEM-2015-02-02-00	$400,528.10	$200,528.10	$200,000.00	$.00 0%		
	M5PEM-2015-02-03-00	$30,000.00	$30,000.00	$.00	$.00 0%		
	405d Mid Paid/Earned Media Total	**$1,104,035.26**	**$657,917.87**	**$446,117.39**	**$.00 0%**		
405d Mid Training							
	M5TR-2015-02-03-15	$71,000.00	$71,000.00	$.00	$.00 0%		
	M5TR-2015-05-05-11	$50,000.00	$30,000.00	$20,000.00	$.00 0%		
	M5TR-2015-05-04-02	$58,371.00	$38,371.00	$20,000.00	$.00 0%		
	M5TR-2015-05-03-02	$75,000.00	$25,000.00	$50,000.00	$.00 0%		
	M5TR-2015-02-04-14	$68,047.00	$62,047.00	$6,000.00	$.00 0%		

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	M5TR-2015-05-01-02	$13,312.00	$13,312.00	$.00	$.00 0%		
	M5TR-2015-05-02-02	$75,829.00	$35,829.00	$40,000.00	$.00 0%		
	M5TR-2015-04-01-00	$21,500.00	$21,000.00	$500.00	$.00 0%		
	405d Mid Training Total	**$433,059.00**	**$296,559.00**	**$136,500.00**	**$.00 0%**		
405d Mid Information System							
	M5IS-2015-06-02-01	$500,000.00	$.00	$500,000.00	$.00 0%		
	M5IS-2015-05-01-02	$112,768.00	$62,768.00	$50,000.00	$.00 0%		
	405d Mid Information System Total	**$612,768.00**	**$62,768.00**	**$550,000.00**	**$.00 0%**		
405d Mid Other Based on Problem ID							
	M5OT-2015-03-01-02	$156,185.00	$40,000.00	$116,185.00	$.00 0%		
	M5OT-2015-07-01-02	$516,951.00	$.00	$516,951.00	$.00 0%		
	405d Mid Other Based on Problem ID Total	**$673,136.00**	**$40,000.00**	**$633,136.00**	**$.00 0%**		
	MAP 21 405d Impaired Driving Mid Total	**$4,216,110.39**	**$2,207,260.00**	**$2,008,850.39**	**$.00 0%**		
MAP 21 405f Motorcycle Programs							
	M9MT-2015-02-01-17	$34,125.00	$14,125.00	$20,000.00	$.00 0%		
	M9MT-2015-07-02-00	$.00	$.00	$.00	$.00 0%		
	M9MT-2015-05-01-03	$64,364.00	$45,014.00	$19,350.00	$.00 0%		
	405f Motorcyclist Training Total	**$98,489.00**	**$59,139.00**	**$39,350.00**	**$.00**		

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					0%		
405f Motorcyclist Awareness							
	M9MA-2015-02-01-17	$11,375.00	$11,375.00	$.00	$.00		
					0%		
	405f Motorcyclist Awareness Total	**$11,375.00**	**$11,375.00**	**$.00**	**$.00**		
					0%		
	MAP 21 405f Motorcycle Programs Total	**$109,864.00**	**$70,514.00**	**$39,350.00**	**$.00**		
					0%		
	NHTSA Total	**$12,676,664.50**	**$7,193,445.98**	**$5,483,218.52**	**$2,174,268.88**	**$277,614.00**	**$277,614.00**
					17%	**50%**	**2%**
	Total	**$12,676,664.50**	**$7,193,445.98**	**$5,483,218.52**	**$2,174,268.88**	**$277,614.00**	**$277,614.00**
					17%	**50%**	**2%**