

2016

Performance Plan & Highway Safety Plan



The Honorable Mary Fallin, Governor of Oklahoma

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Attachment 1: Oklahoma 2013 Crash Facts Book
 Incorporated by reference and available on the OHSO website
www.ohso.ok.gov/Data/Crash_Data_and_Statistics/

Executive Summary

Motor vehicle crashes continue to be a leading cause of unintentional death in the United States, and the leading cause of unintentional death in 2011 for the 5- to 24-year-old age group¹. The State of Oklahoma has experienced significant reductions in the overall number of traffic related fatalities since our current baseline of 737 in 2009 to 678 in 2013. While a slight increase in the actual number of fatalities in 2014 was anticipated due to the ever-increasing number of drivers as well as improving economic conditions, the number remained basically flat for 2014 at 679 fatalities. However, we will need to continue to expand our efforts in all areas to achieve our reduction 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.

Over the last several years, Oklahoma has greatly increased its efforts in the area of impaired driving prevention and enforcement. The most recent FARS data indicate 170 alcohol-impaired (BAC=.08+) driving fatalities in 2013, representing 25% of all fatalities in the State. This reflects a significant decrease in the number of alcohol-related fatalities, from 222 in 2011 to 170 in 2013, which we feel is directly related to our increased efforts in this area. However, alcohol-impaired fatalities continue to represent a significant portion of the fatalities experienced in our state. Per NHTSA, Oklahoma remains well above the national average for impaired driving fatalities nationwide. Unfortunately, recent analysis of crash data by the University of Central Oklahoma, using a 5-year moving average, indicates projected 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 FY2016 Highway Safety Plan.

There were 58 pedestrian fatalities in Oklahoma in 2013, down from 65 pedestrian fatalities in Oklahoma in 2012. Most of these continue to occur in the larger greater metropolitan areas. Oklahoma will strive to enhance its efforts in this area in 2016 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 FY2016:

- DDACTS (Data-Driven Approaches to Crime and Traffic Safety) – The number of agencies actively utilizing this system has expanded to include Norman Police Department, Midwest City Police Department and Oklahoma City 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

¹ National Center for Health Statistics (NCHS), National Vital Statistics System

enforcement and adjudication of impaired driving cases. In FY2016 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 State's impaired driving prevention efforts. This council is comprised 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.
- As a part of the State's ENDUI campaign, the OHSO will continue to expand and improve the ENDUI website launched in 2014 to consolidate online availability of information related to drug and alcohol-impaired driving awareness, prevention, and enforcement efforts in Oklahoma (enduiok.com).
- The State Judicial Educator program enters its fifth full year of implementation by East Central University. East Central began work on the SJE project in late FY2012. OHSO expects the enthusiasm brought to the program by the East Central team to continue through FY2016.
- 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 FY2016.
- OHSO will continue to support and assist efforts to effect behavior change with regard to distracted driving. OHSO currently participates in "Drive Aware Oklahoma" (driveawareok.org), the only known statewide effort to combat distracted driving, particularly distraction by electronic device. With the passage of a new distracted driving law effective November 1, 2015, the OHSO will work to further promote education and enforcement efforts to curb the practice of texting while driving.
- OHSO initiated significant internal technological advancements in several areas in FY2013 and will continue to expand these efforts in FY2016. 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 added capabilities will continue to be made in this web based system in 2016 to further enhance reporting and tracking capabilities. The OHSO will continue to provide assistance to local agencies with our audio recording system allowing our office to produce 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 (okiemoto.ok.gov), as well as Facebook, Twitter 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

The 2015 legislative session was very good for traffic safety related issues. Several bills were signed by Gov. Mary Fallin that will help reduce the number of traffic fatalities in Oklahoma:

HB1847 - Requires a child under the age of 4 years to be properly secured in a child passenger restraint system which shall be rear-facing until the child reaches 2 years of age. Also requires children between the ages of four 4 and eight 8 years, if not taller than 4'9", to be properly secured in an appropriate child-restraint system or child booster seat. The legislation will become effective on November 1, 2015;

HB1965 – The “Trooper Nicholas Dees and Trooper Keith Burch Act of 2015” prohibits the operation of a motor vehicle while using a hand-held electronic communication device to manually compose, send or read an electronic text message while the motor vehicle is in motion. The legislation will become effective on November 1, 2015;

SB372 – Allows for the dismissal of a charge for operating a motorcycle without the proper driver license endorsement upon proof of successful completion of a Motorcycle Safety Foundation rider course and proper motorcycle endorsement on the person’s valid driver license. The legislation will become effective on January 1, 2016.

Despite the positive steps forward for traffic safety, several legislative proposals failed to gain the support needed to become law:

HB1139 - Would have required all passengers of a commercial vehicle to wear a seatbelt;

SB58 – Would have restricted prosecution of impaired driving offenses to a District Court, Municipal Court of Record or a Limited Municipal Criminal Court of Record;

SB720 – Would have made it unlawful for any person to offer for use, purchase, or offer to purchase, sell, and offer to sell or possess powdered alcohol.

In the upcoming legislative session, OHSO will continue to work closely with the Department of Public Safety’s legislative staff to support measures that will improve traffic safety in Oklahoma.

Oklahoma Demographics

Oklahoma ranks 20th in size with a land area of 68,898² 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 Federally 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.³

Oklahoma ranks 28th in total population with 3,751,351 persons residing in 77 counties². Some 65% of the state's population is urban and 35% is rural. During the past decade, Oklahoma's growth rate was 9.7%. 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 is 37.7 years.

There were 4,123,089 registered vehicles (including motorcycles) in Oklahoma in 2013⁴. Motorcycle registrations have increased dramatically, from 81,693 in 2005 to 126,882 in 2013. There were 2,594,069 licensed drivers in Oklahoma in 2013.⁵ There are 152 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.⁶ As of June 1, 2013, in addition to the Oklahoma Highway Patrol, there are 347 police departments, 77 sheriff's offices, 22 tribal police agencies and 40 campus police agencies.⁷ The State of Oklahoma ranks as the largest employer in Oklahoma, followed by Walmart/Sam's Club and Tinker Air Force Base. Walmart/Sam's Club ranks as a Fortune 500 player with a large Oklahoma presence.⁸

² 2010 US Census Bureau State and County Quick Facts

³ Oklahoma Total Road Mileage: Mileage as of December 31, 2012. Oklahoma Department of Transportation, Planning Division, GIS management Branch, Road Inventory Section. 2012.

⁴ Annual Vehicle Registration Report, July 1, 2012-June 30,2013. Oklahoma Tax Commission Motor Vehicle Division

⁵ Oklahoma Crash Facts. 2013. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

⁶ Oklahoma State Department of Health.

⁷ Oklahoma Association of Chiefs of Police.

⁸ 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

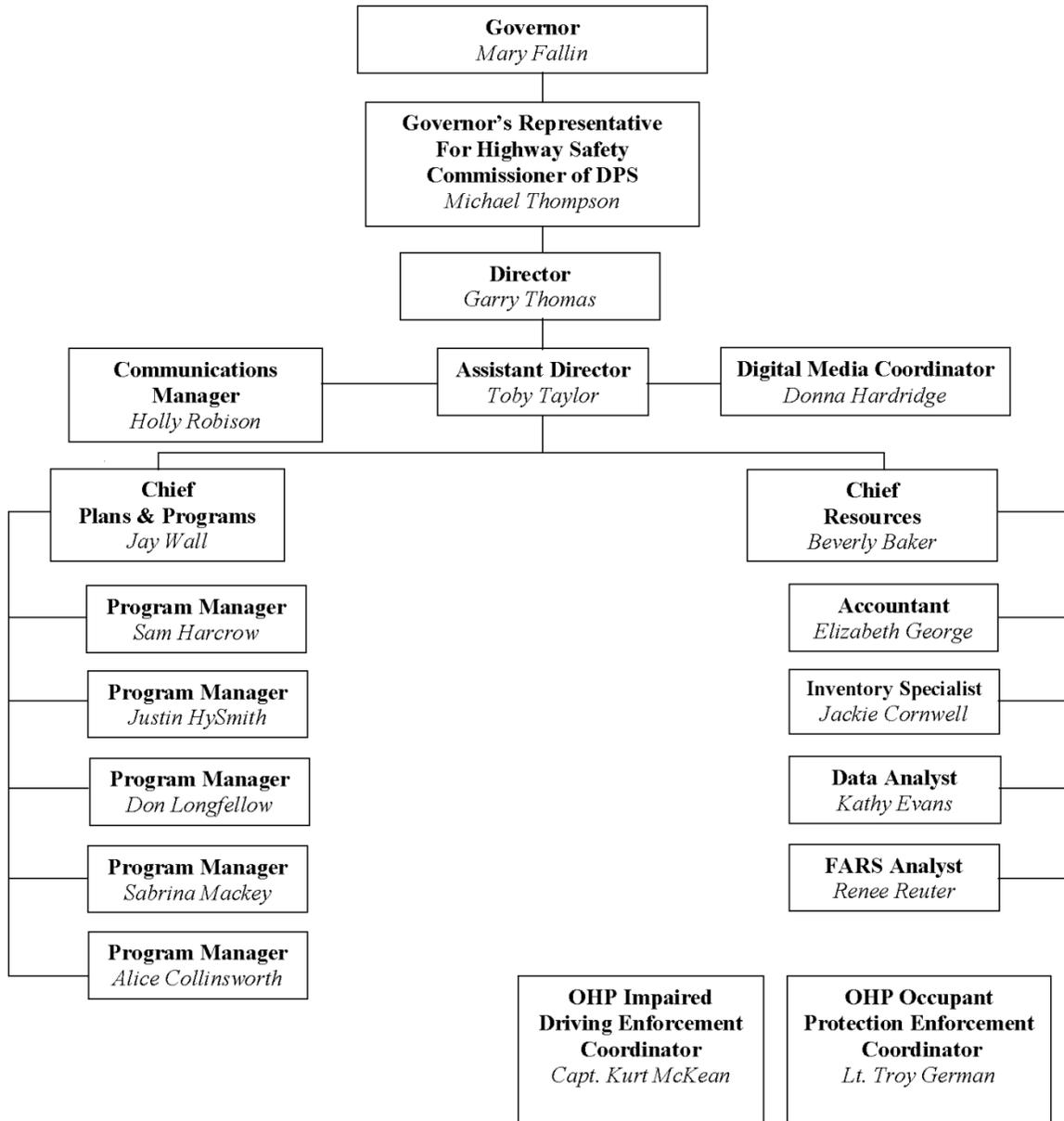
People

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



Revised May 14, 2015

*OHP reports to OHSO for program issues only.

PLANNING PROCESS

Overview of the 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.

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.

Participants

Our current list of partners and advocates includes state agencies; state, county and municipal law enforcement agencies; faith-based and diversity groups; health care and safety advocates; colleges and universities; Federal agencies; councils of governments; safety advocacy groups; and minority concern groups, including:

- AAA of Oklahoma
- Alcoholic Beverage Laws Enforcement Commission (ABLE)
- Association of Central Oklahoma Governments (ACOG)
- Association of Ignition Interlock Program Administrators
- Bureau of Indian Affairs (BIA)
- Board of Tests for Alcohol and Drug Influence
- Department of Corrections
- Drive Aware Oklahoma
- East Central University
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Governor's Impaired Driving Prevention Advisory Council (GIDPAC)
- Green Country Safe Communities
- Indian Nations Council of Governments (INCOG)
- Metro Area Traffic Safety Coalition (Oklahoma City area)
- National Association of Women Highway Safety Leaders
- NHTSA Region 6
- North Central Oklahoma Traffic Safety Coalition
- Oklahoma Advisory Committee for Motorcycle Safety and Education
- Oklahoma Bureau of Narcotics and Dangerous Drugs
- Oklahoma Department of Mental Health and Substance Abuse Services

- Oklahoma Department of Public Safety
- Oklahoma Department of Transportation
- Oklahoma District Attorney's Council
- Oklahoma Governor's Office
- Oklahoma Highway Patrol
- Oklahoma Injury Prevention Advisory Committee
- Oklahoma Long Range Transportation Plan Committee
- Oklahoma Prevention Leadership Collaborative
- Oklahoma Safety Council
- Oklahoma State Department of Health
- Oklahoma State Legislature
- Oklahoma State University
- Oklahoma Statewide Collision Reduction Goals Planning Committee
- Oklahoma Supreme Court
- Oklahoma Traffic Records Council
- Safe Communities of Northeast Oklahoma (Tulsa area)
- Safe Kids Oklahoma, Inc.
- Southeast Oklahoma Traffic Safety Coalition
- Southern Plains Tribal Technical Assistance Program (TTAP)
- Stop D.U.I. Oklahoma (a citizen activist organization)
- University of Central Oklahoma
- University of Oklahoma

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.

Data Sources

Crash Facts Book: Each year, the OHSO Data Analyst prepares a Crash Facts publication 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 causal factors for each county in Oklahoma, in order to pinpoint the areas of highest risk. The annual Crash Facts Book and Problem Identification data 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.

Motor Vehicle Crash Reports: The Oklahoma Department of Public Safety Records Management Division collects fatality and other crash reports in both electronic and paper form. The data from the crash reports is provided to the OHSO Data Analyst for analysis using SPSS software.

Motor Vehicle Citation Data: The Oklahoma Department of Public Safety Records Management Division collects citation data from city and county courts in both electronic and paper form. The citation data is provided to the OHSO Data Analyst for analysis using SPSS predictive analytics software.

Driver License Records: The Oklahoma Department of Public Safety Driver License Division collects and provides data relative to Oklahoma Driver Licenses for analysis by the OHSO Data Analyst using SPSS software.

Motor Vehicle Registration Records: The Oklahoma Tax Commission by law is the official state repository for motor vehicle registration records. This data is provided through electronic means for analysis by the OHSO Data Analyst in the preparation of the Crash Facts Book and Problem Identification.

Breath Test Analysis Reports: The Oklahoma Board of Tests for Alcohol and Drug Influence provides breath alcohol analysis results data on drivers arrested for driving under the influence. This information is used by the OHSO Data Analyst in compilation of crash data statistics.

Attitude and Awareness Survey: OHSO has conducted an attitude survey in accordance with NHTSA regulation since 2010 (see Appendix B). The results of the survey are considered in establishing the priorities based on the problem identification process. A distracted driving section was added to the survey this year in anticipation of passage of a new distracted driving law.

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 2015 survey will be discussed in the FY2015 Annual Report.

Fatality Analysis Reporting System (FARS): For consistency, the most recently available FARS data (CY2013) are used to establish OHSO's performance measures. That information, supplemented by DPS data for serious 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.

Department of Transportation 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.

Problem Identification Process

Participants and Data Sources

Collaborations are 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. 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. *The OHSO makes collaboration with partner agencies a top priority by utilizing many of the participants and data sources previously described on pages 7 and 9.*

Steps in the Problem Identification Process

Annual OHSO Stakeholders Meeting

The OHSO hosts an annual planning meeting of various partner organizations, including senior representatives of OHSO, FHWA, FMCSA, Safe Kids Oklahoma, AAA Oklahoma, ODOT, Oklahoma Association of Chiefs of Police, and others. This group reviews the current Highway Safety Plan, discusses highway safety issues and solutions, legislation, and any subject related to highway safety for the current as well as future years.

OHSO Staff Planning Sessions

After the OHSO Problem Identification is completed, the OHSO conducts strategic planning sessions with the 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 Analyst, 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 ConferencePROS to facilitate various conferences, meetings, training, 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, and budget. Past performance and achievement of project targets and milestones are strongly considered in the selection process. 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.

Annual Traffic Safety Forum

The OHSO annually hosts the OHSO Traffic Safety Forum to provide and solicit input from various highway safety stakeholders, with a main topical emphasis identified from year to year. The primary focus for the 2015 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 as well as future forums.

Oklahoma Traffic Records Council

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, Oklahoma Department of Public Safety, Oklahoma Tax Commission and the Oklahoma State Department of Health. Other organizations, including the Oklahoma City and Tulsa Police Departments, Federal Highway Administration, and the Federal Motor Carrier Safety Administration are also represented. The Traffic Records Council provides a diverse and important opportunity for communication, information sharing and planning efforts.

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)
- Governor's Highway Safety Association
- 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

Strategic Highway Safety Plan (SHSP) 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 countermeasures. The Strategic Highway Safety Plan was first developed in 2007 and is currently under review for 2016. Participants in the planning process have included the Oklahoma Department of Transportation (as the lead agency), the Oklahoma Highway Safety Office, Federal Highway Administration, motor carrier safety agencies, the Department of Public Safety, the Oklahoma Highway Patrol, the Oklahoma State Department of Health, the Oklahoma Municipal League, metropolitan planning organizations and regional councils, local law enforcement agencies, 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. This coordination ensures that the Highway Safety Improvement Program (HSIP) and Strategic Highway Safety Plan (SHSP) contain the common performance measures, including number of fatalities, number of fatalities per VMT (statewide, rural and urban), and number of serious injuries.

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 Impaired Driving Liaisons also meet with statewide local law enforcement personnel on a regular basis. These cooperative efforts allow for effective information sharing and target planning.

Statistical Analysis in setting program priorities

The OHSO Data Analyst does comprehensive analyses of the traffic safety data as outlined in the data sources on page 9. Following analysis of the data, the Data Analyst provides a ranking of cities and counties where problems are shown to occur. This allows OHSO to plan to provide programs and services where the need is greatest. The OHSO's Problem Identification data are also used for internal processes, such as application evaluation and ranking and program selection. Annual goals are established using the latest FARS data (or State data in the absence of specific FARS data).

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 include statistics 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 Oklahoma county, as well

as each Oklahoma city having a population of 5,000 or more. While this analysis allows for in-depth planning and program countermeasures, FARS data are the primary source used to define the state's targets in the annual Highway Safety Plan and Performance Plan.

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

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

Data and other information are discussed, reviewed, analyzed and evaluated among the various agencies to pinpoint specific traffic safety problems. Within this process, fatal and serious injury crashes on Oklahoma's roadways are identified as primary traffic safety considerations.

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. 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.

Application Reviews and Program Manager Recommendations

During the application review process, each proposed FY2016 project application is reviewed by the OHSO Program Managers, both individually and as a group. During this process, several factors are considered, including statistical analysis by the Data Analyst ranking the problem ID, review of local data supplied by the applicant, past performance and current trends, population density and available resources. Based upon this review, a consensus recommendation is made as to program areas and identified program priorities for consideration of inclusion in the upcoming 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 Stakeholder's 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 the next fiscal year.
- April: Notify applicants of proposal selection or non-selection.
- May-June: Finalize State goals, develop grant agreements, and draft the Highway Safety Plan for the next fiscal 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.

In FY2016, OHSO and ODOT will conduct an assessment of the impact of the current corridors in improving traffic safety. The results of this review will be presented to the Statewide Collision Reduction Goals Planning Committee to aid in identification of future corridor activities.

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 members 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
- Oklahoma Department of Corrections
- Oklahoma 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 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 66 recommendations were two priority recommendations that encouraged the State to pass and implement the proposed legislation establishing a State impaired driving task force and one 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 Gov. Fallin, thus officially creating the GIDPAC. This Executive Order was reissued on March 13, 2015.

Occupant Protection Collaborations

Unrestrained passenger vehicle occupant fatalities have decreased in Oklahoma significantly over the past few years, from 338 in 2008 to 248 in 2013. This represents a 26.6% reduction. Trends indicate further reductions in the future. While the State's observed seat belt use rate had remained relatively unchanged since 2006, the observed seat belt use rate reported in 2014 was 86.3%, a notable increase over the 2013 survey rate of 83.6%.

In addition to our regular law enforcement partners, partnerships created or expanded on occupant protection issues included:

- SafeKids Oklahoma, Inc.
- SafeKids Tulsa Area (St. Francis Hospital)
- Children's Hospital at OU Medical Center

- Children’s Center Rehabilitation Hospital
- State Farm Insurance
- Oklahoma Dept. of Human Services-Child Care Licensing Division
- Sarkey’s Foundation
- United Way of Oklahoma

Oklahoma’s recertification rate for CPS technicians was 48.7% in calendar year 2014, compared to the national average of 56%. Recertification rates appear to be trending downward in Oklahoma as well as nationwide. The 2014 Oklahoma State Seat Belt Observation Study reflects the Oklahoma CPS use rate (not necessarily indicative of *correct* use) was 89.9%. However, according to Safe Kids Worldwide studies, a vast majority of parents or caregivers still continue to struggle with proper installation.

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 Native Americans.

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 an insufficient 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 Advisory Committee for Motorcycle Safety and Education is a statutory committee composed of representatives from various groups, including: private sector rider education schools, licensed safety course operators, Oklahoma Insurance Department, certified instructors and OHSO. There are seven voting members on the committee, six of whom are appointed by the Commissioner of Public Safety and one of whom is appointed by the State Insurance Commissioner. The committee met four times between June 1, 2014 and June 1, 2015. The meetings were held on August 12, 2014, December 9, 2014, February 10, 2015, and March 14, 2015.

Specific recommendations made by the Committee from June 1, 2014 to June 1, 2015 included:

- Certification of existing RiderCoaches in the new curriculum and training guidelines provided by the Motorcycle Safety Foundation;
- Introduction of legislation for judges to either fine a person who receives a citation for not having an “M” endorsement or require them to attend an MSF course as a prerequisite for deferral of sentencing.

The committee also reviews all motorcycle-related grant applications received by the OHSO for the ensuing project year and makes recommendations to the OHSO as to applicability, relevance and funding.

Selection of priority program areas

After review of all the recommendations and analyses listed above, the OHSO administration, including the Director, Assistant Director, Chief of Resources and the Chief of Plans and Programs consolidate the recommendations, identify all available funding resources, and select those program areas and projects for inclusion in the HSP, based on identification of those areas of greatest need and available funding resources. These results are listed in the Project Selection and Development Section on page 29.

Performance Measures Process

Establishing Performance Measures and Targets

Participants and Data Sources

As described in the Overview on page 7, 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 Survey, as well as the performance results from prior years and rank our problems and prioritize strategies.

For the FY2016 HSPP, the most recent FARS data and relevant state data were provided to the University of Central Oklahoma Mathematics Department for analysis. ***Beginning with the FY2016 project year, a five year moving average will be used to evaluate data for trend analysis.*** UCO performed the analysis and provided the OHSO with results for each of the NHTSA Core Performance Measures, as well as analysis for use in the CMV Strategic Plan. These results include a mathematical projection of the trends, which were then used in the strategic planning of precise target goals and performance measures. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession or passage of new laws, these will be considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets.

Preliminary goals are distributed to our partner agencies for review and input. *Strategic planning partner agencies include: ODOT, DPS, OHP, OHP Troop S, OSDH, UCO and various others as necessary (see complete list of possible participants in the Overview on page 7).* OHSO considers numerous sources of guidance during this process, including but not limited to:

- Oklahoma's Strategic Highway Safety Plan (SHSP)
- Oklahoma's Highway Safety Improvement Plan (HSIP)
- Current NHTSA Region 6 Action Plan
- Oklahoma's Commercial Vehicle Safety Plan
- Most recent NHTSA reviews (Currently – 2015 Traffic Records Assessment, 2010 OP Special Management Review, 2014 Management Review, 2011 Impaired Driving Special Management Review).

SHSP Coordination

The SHSP Coordination process, *as previously described on page 13*, ensures that the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP) contain common performance measures, including: number of fatalities, number of fatalities per VMT (statewide, rural and urban), and number of serious injuries.

**Analysis of Performance Measures and Target goals
FY2016**

Tracy L. Morris, Ph.D.
Associate Professor

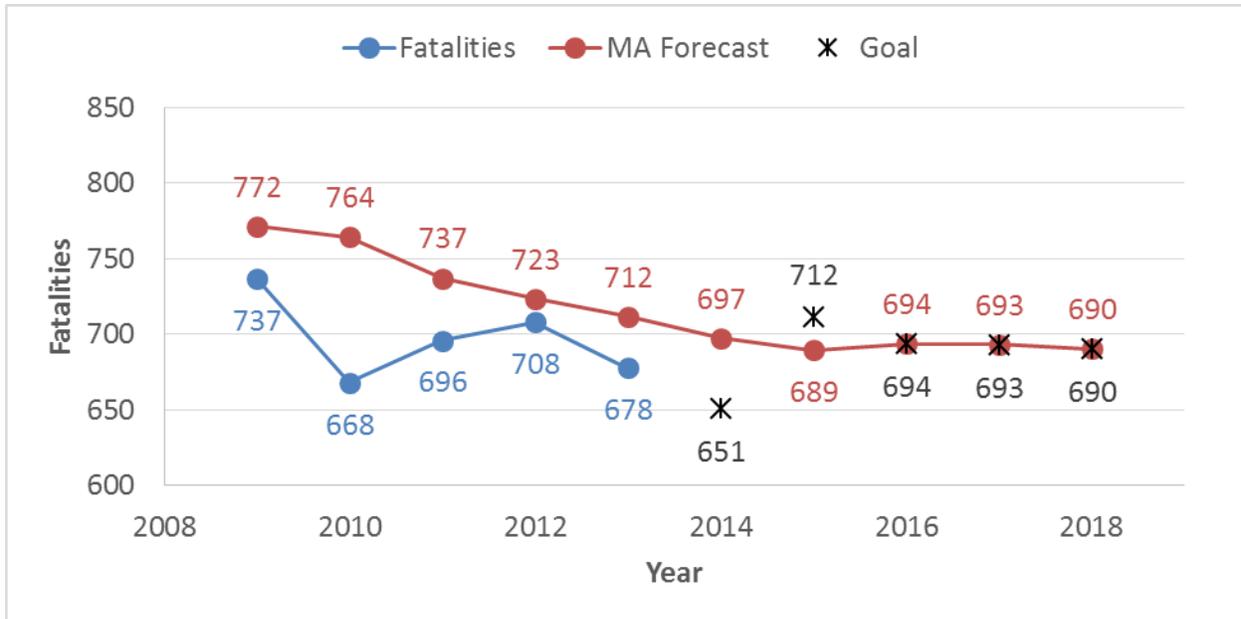
Nela Mrchkovska
Jessica Sanders
Students

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

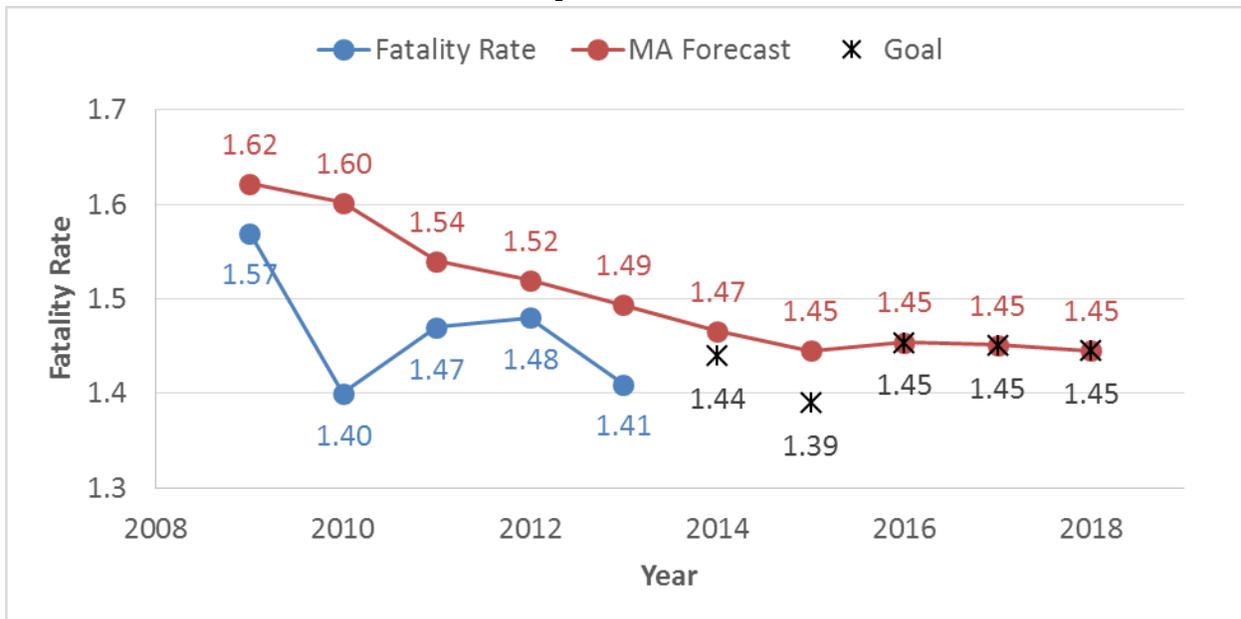
June 2016

For each graph, the 5-year moving average (MA) is shown along with the actual value and the target (goal) for years 2014-2018. The target goals shown for 2014 and 2015 are those previously established prior to the change to a 5-year moving average for FY2016. The target goals for 2016-2018 have been set to match the 5-year moving averages.

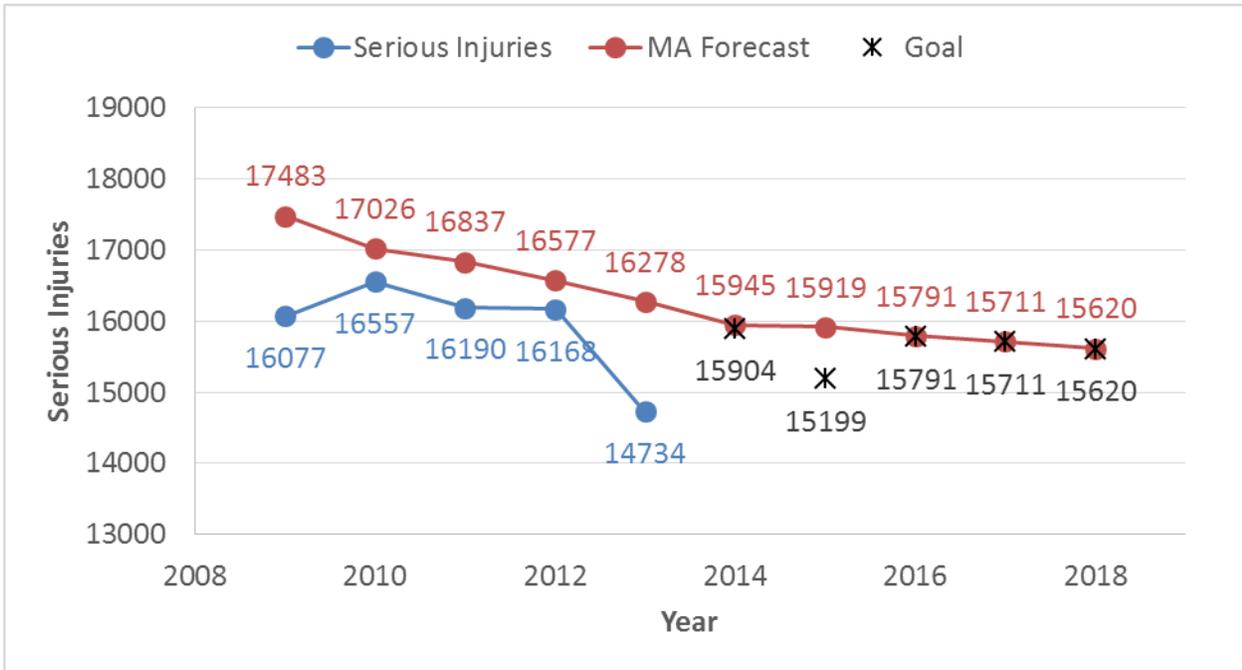
Traffic Fatalities



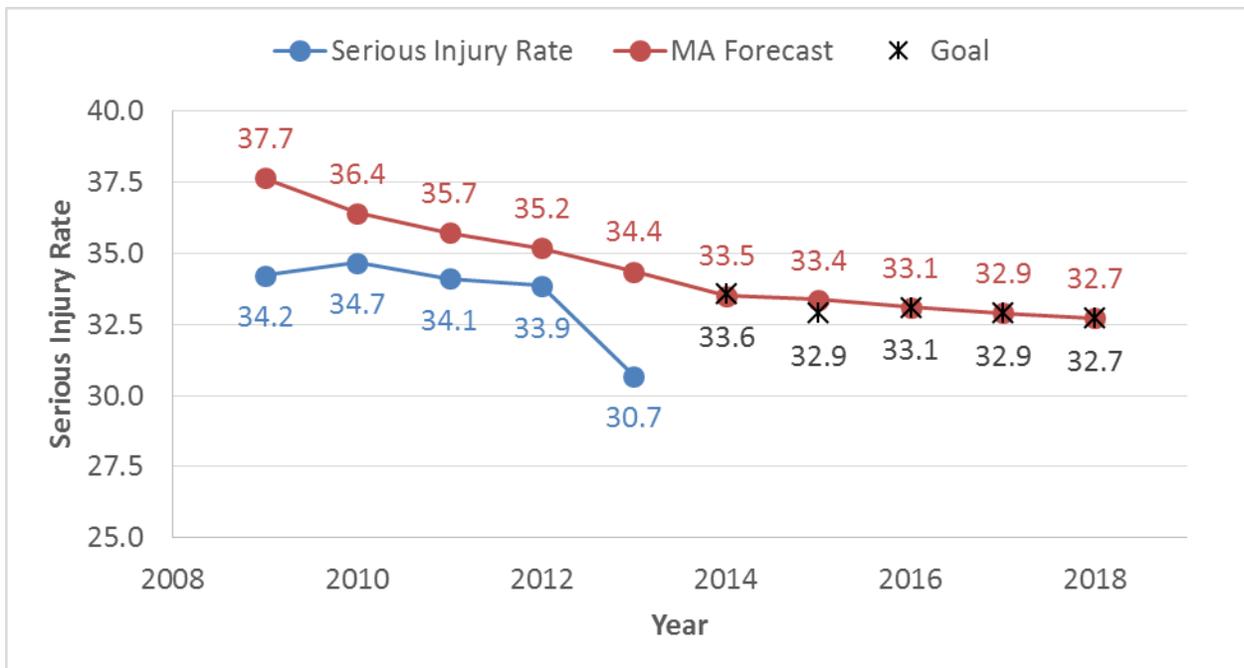
Fatalities per 100 Million VMT



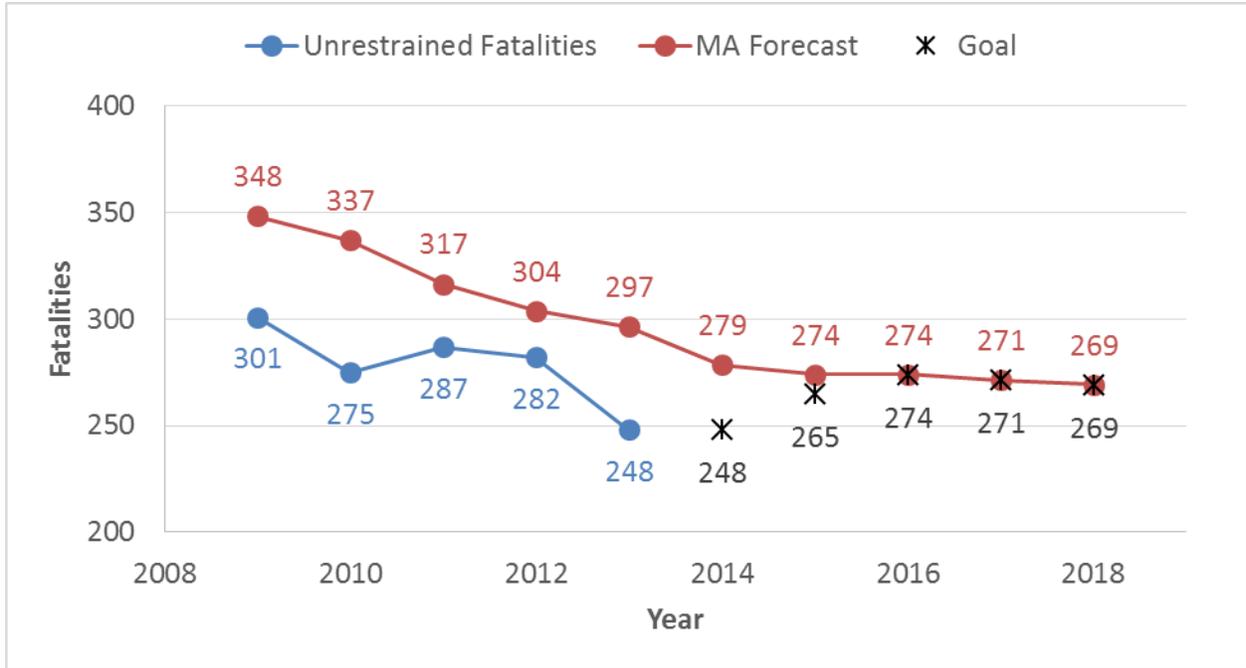
Serious Injuries



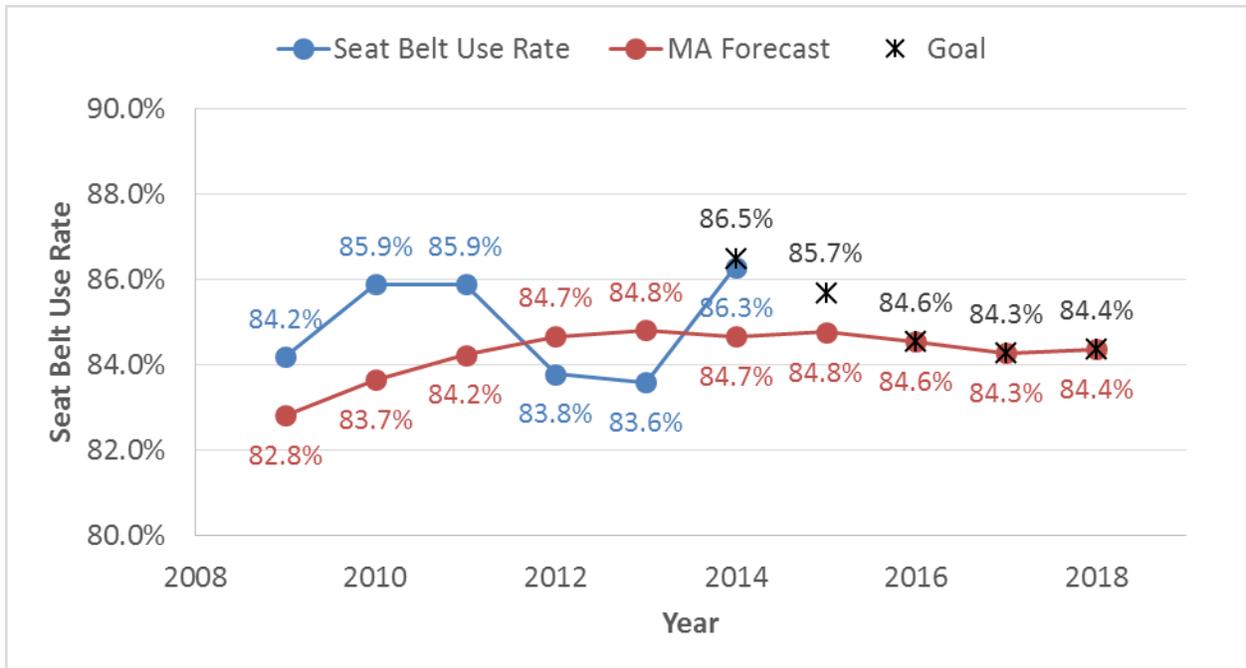
Serious Injuries per 100 Million VMT



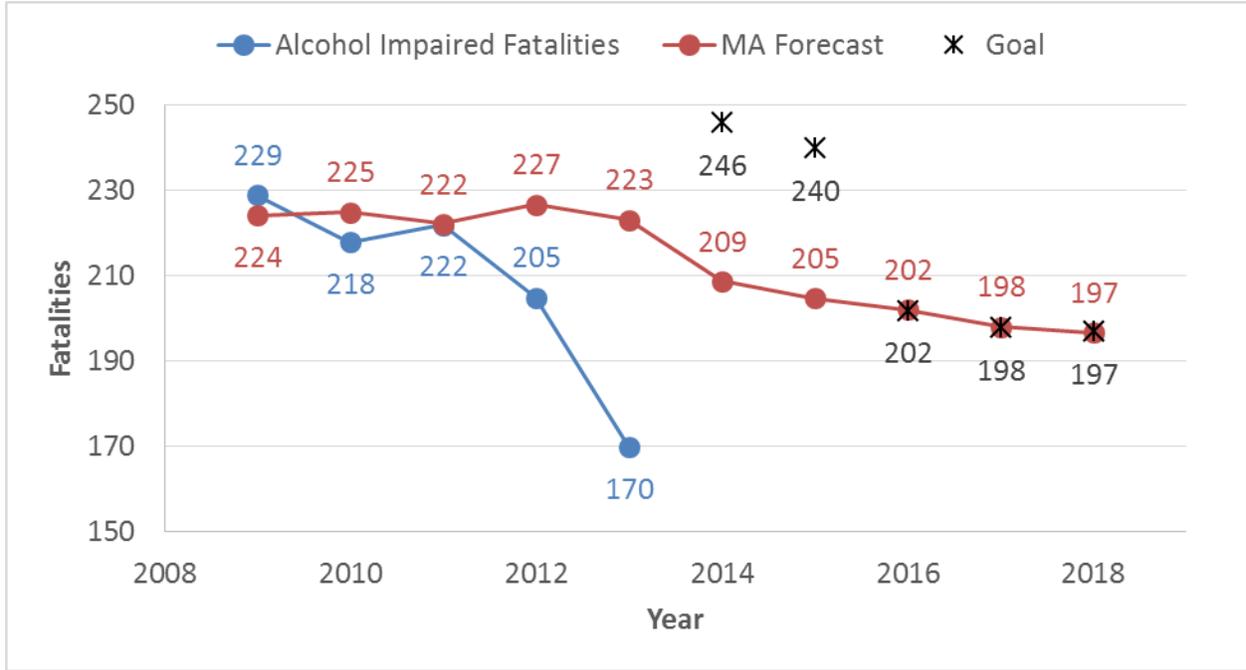
Unrestrained Occupant Fatalities



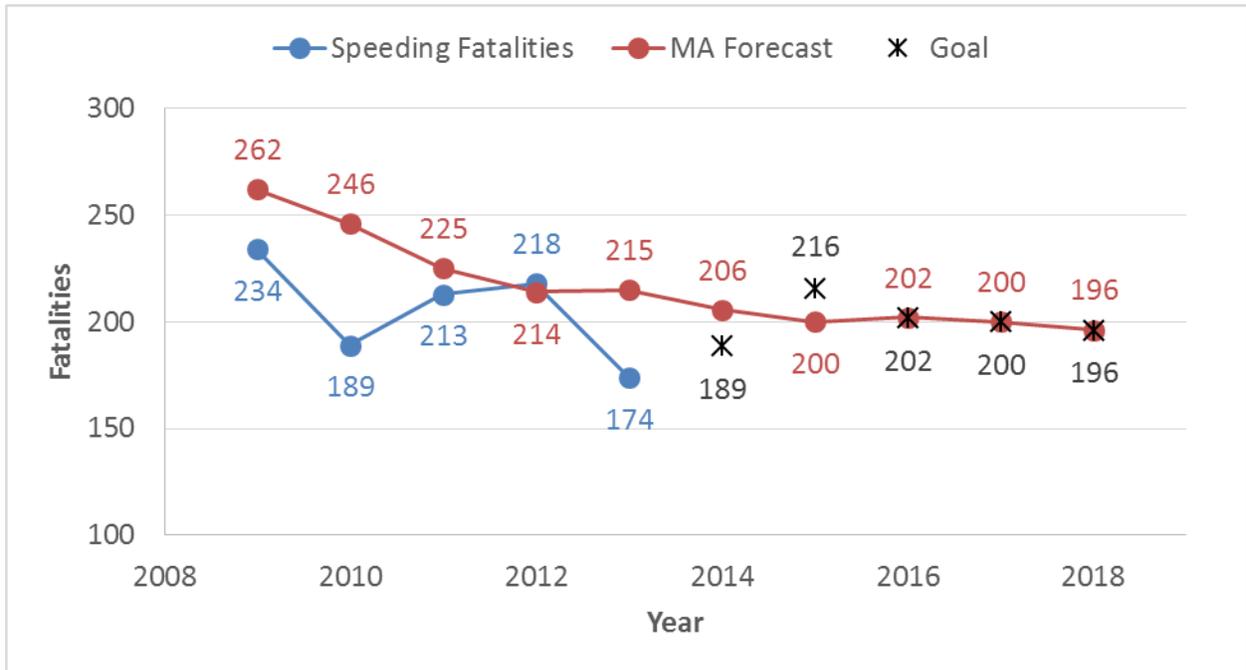
Seat Belt Use Rate



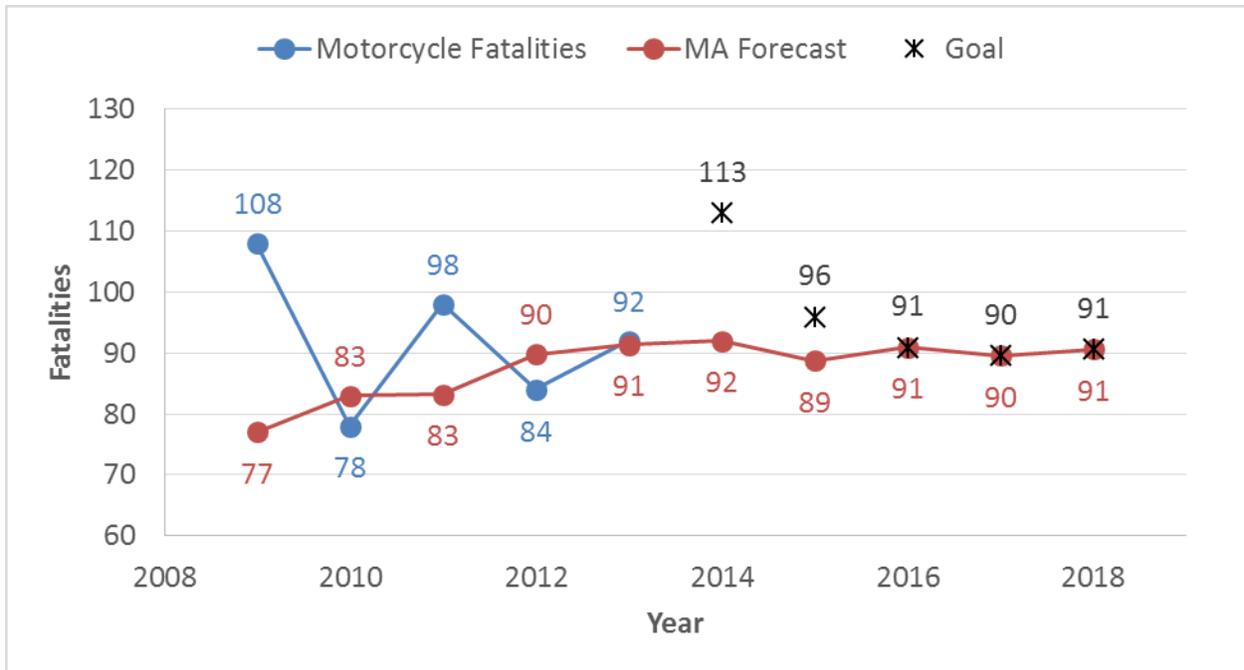
Fatalities Involving Drivers or Motorcycle Operators with 0.08+ BAC



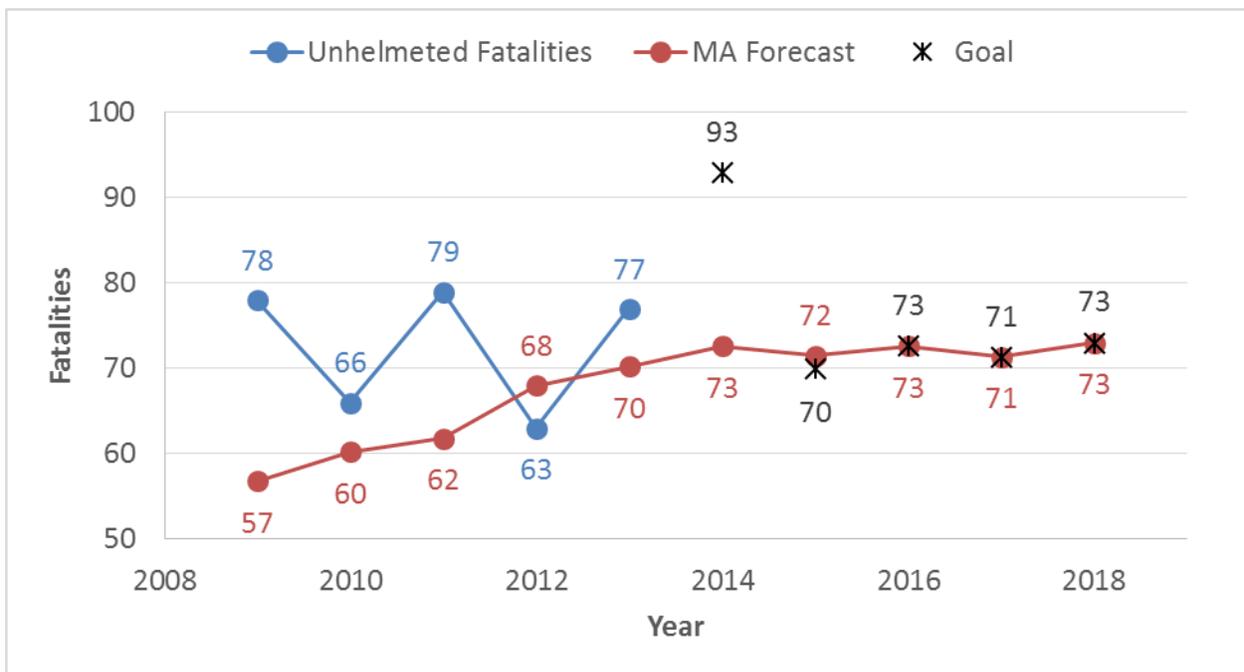
Speeding Related Fatalities



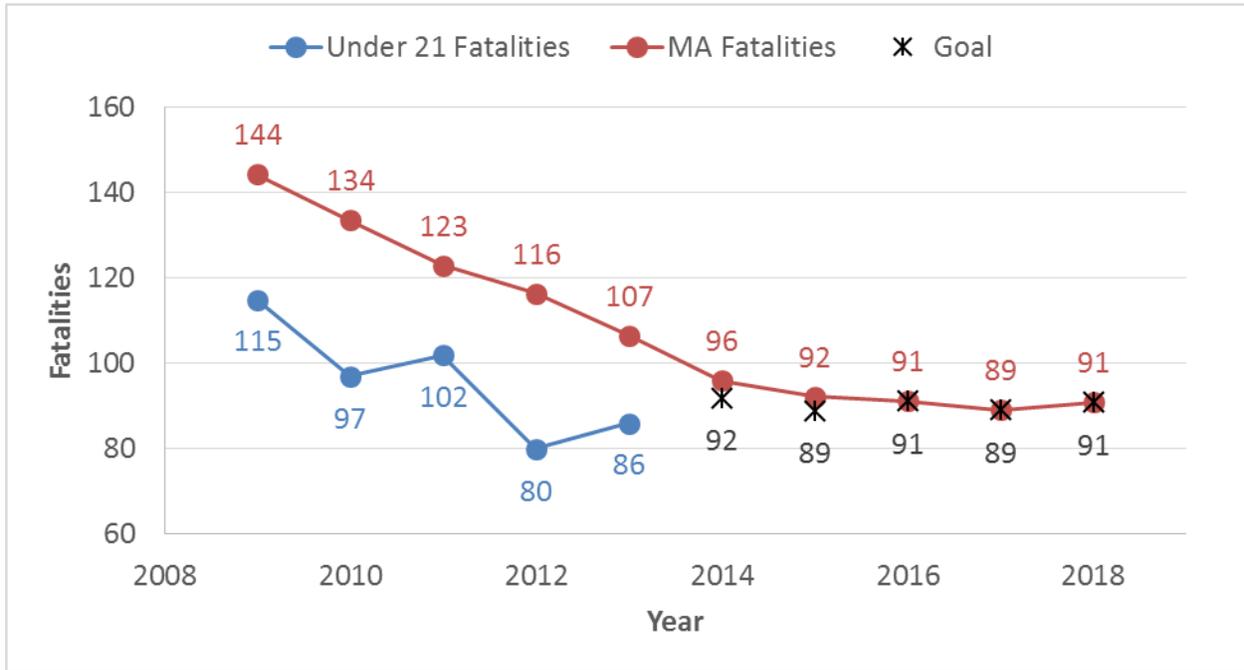
Motorcyclist Fatalities



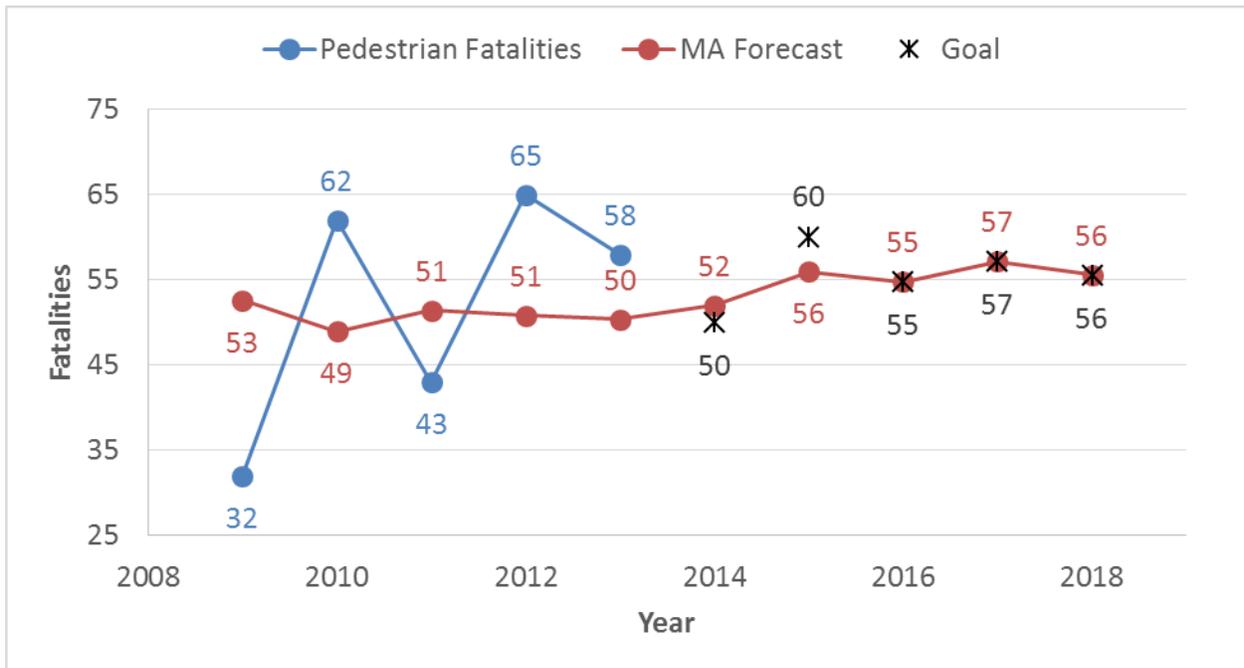
Unhelmeted Motorcyclist Fatalities



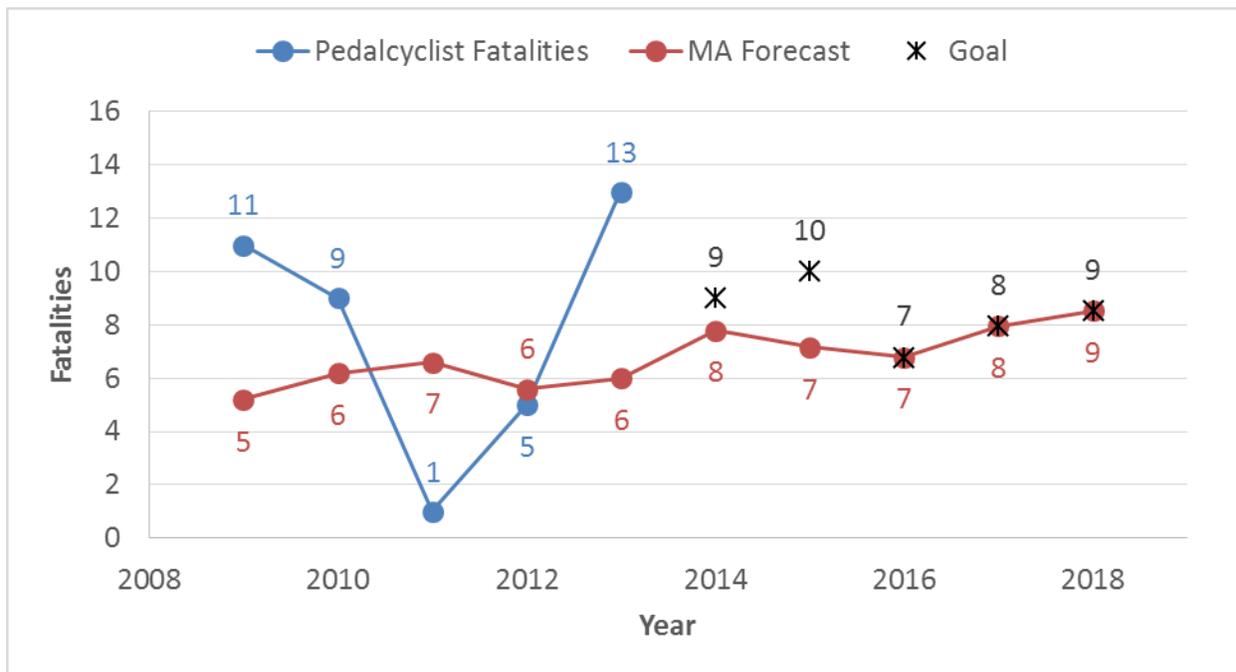
Drivers Under 21 in Fatal Crashes



Pedestrian Fatalities



Pedalcyclist Fatalities



Core Performance Measures

CORE PERFORMANCE MEASURES ¹	FARS (Final)				Previous FY Targets		Future FY Targets					
							Previous Target	Revised Target	Previous Target	Revised Target	New Target	
	2010 Baseline	2011	2012	2013 (Most current)	2014	2015	2016	2016 ⁴	2017	2017 ⁴	2018 ⁴	
Overall												
C-1: Traffic Fatalities	Total	668	696	708	678	651	712	712	694	712	693	690
	Rural	465	497	467	449	368	464	464	472	464	467	467
	Urban	203	199	241	229	283	248	248	222	248	227	224
C-2: Serious Injuries (State Data)		16,557	16,190	16,168	14,734	15,904 ³	15,199	15,047	15,791	14,897	15,711	15,620
C-3: Fatalities per 100 MVT ²	Total	1.40	1.47	1.48	1.41	1.44	1.39	1.36	1.45	1.33	1.45	1.45
	Rural	2.14	2.30	2.14	2.18	1.98	2.01	1.96	2.21	1.92	2.19	2.2
	Urban	0.78	0.77	0.92	0.84	0.95	0.93	0.94	0.84	0.94	0.86	0.84
Occupant Protection												
C-4: Unrestrained Occupant Fatalities (all seating positions)		275	287	282	248	248	265	263	274	260	271	269
B-1: Observed Seat Belt Use Rate (front seat outboard occupants)		85.9	85.9	83.8	83.6	86.5	85.7	85.7	84.6	86.2	84.3	84.4
Alcohol-Impaired Driving												
C-5: Fatalities Involving Driver or Motorcycle Operator with .08+ BAC		218	220	205	170	246	240	225	202	205	198	197
Speeding												
C-6: Speeding Related Fatalities		189	213	218	174	189	216	216	202	216	200	196
Motorcyclists												
C-7: Number of Motorcycle Fatalities		78	98	84	92	113	96	96	91	96	90	91
C-8: Number of Unhelmeted Motorcyclist Fatalities		66	79	63	77	93	70	72	73	74	71	73
Youth												
C-9: Number of Drivers under 21		97	102	80	86	92	89	88	91	86	89	91
Pedestrians												
C-10: Number of Pedestrian Fatalities		62	43	65	58	50	60	60	55	60	57	56
Pedalcyclists												
C-11: Number of Pedalcyclist Fatalities		9	1	5	13	9	10	10	7	11	8	9

¹ Using FARS data unless otherwise noted

² Million Vehicle Miles Traveled

³ State Data for 2014 is most current

⁴ Changed to a 5 year Moving Average trend analysis

Project Selection and Development

As previously described in the Problem Identification section on page 11, the OHSO finalizes the selection process for grant projects for the upcoming year. 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 then 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 as meeting special funding considerations (i.e., Section 405 funds). Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evaluation 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.

Sustained enforcement of statutes addressing impaired driving, occupant protection, and speed and aggressive driving is a critical component of the OHSO Highway Safety Plan. Participating law enforcement agencies will not only take part 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 subgrantees, and quarterly on-site visits are conducted by Program Managers to review and evaluate project performance and compliance with State and Federal regulation. In addition to interaction with our partners (as identified in various other sections within the plan), monthly staff meetings are held to review and discuss current status and performance of projects as well as recommended updates or revisions to the HSP.

Evidence Based Enforcement Plan and Strategies

Evidence-based enforcement is the use of research to create, sustain, or change enforcement strategies to increase their effectiveness; using what is proven to work rather than relying on anecdotal information, preconceptions or local customs. A strong evidence based enforcement program is a key to reducing fatalities, injuries and crashes in the State of Oklahoma. To support this enforcement program, the OHSO has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the State’s highway safety program. Oklahoma incorporates an evidence-based data driven approach in its statewide enforcement program through the following components.

Participants Involved

The problem identification process section provides substantial detail regarding the participants involved in the selection process for evidence-based traffic safety countermeasures. The comprehensive and diverse list of participants involved covers a large array of disciplines. The participants involved are further enhanced by the program staff at the OHSO.

Data Sources

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier (see page 11); the data analyses are designed to identify who is overrepresented in crashes as well as when, where and why crashes are occurring; various strategies are identified and reviewed for applicability and potential impact in each designated program area. Data analyses are also conducted to identify high-risk populations that may require additional or alternative responses to address traffic safety concerns. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding also must use a data-driven approach to identify the enforcement issues in their jurisdictions. Data is provided to local law enforcement agencies as part of statewide problem identification. Furthermore, local crash information is available through Crash Facts Book to law enforcement. Agencies use local data for resource allocation and evidence based enforcement to address their specific problem(s).

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies. The OHSO uses the NHTSA publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices as a guide for developing evidenced-based enforcement strategies. The HSP narrative outlines Oklahoma's broad approach to address key problem enforcement areas and guides local jurisdictions to examine local data, or utilize the data provided in the Oklahoma Crash Facts Book to develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as impaired driving, failure to wear seatbelts, and speeding. Additional strategies deployed include enforcement during specific times of day when more crashes occur; nighttime impaired driving checkpoints, and enforcement of high-risk occupant protection populations, such as at night with additional focus on occupant protection of pickup truck occupants. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, also is required. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations also are proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

Continuous Monitoring

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by the OHSO. The law enforcement agencies

receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

The OHSO employees Program Coordinators who oversee and manage law enforcement grants. In addition, the OHSO provides funding for Impaired Driving Liaisons (IDL's) who provide field coordination with their assigned agencies. Contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies are continuously evaluated for their impact, effectiveness and modifications are made where warranted.

The following have been identified by the OHSO as recognized evidence based strategies which will be selectively utilized in FY2016 projects.

Alcohol/Impaired Driving:

- ✓ Administrative License Sanctions (CTW⁹ 1.1, page 1-12)
- ✓ High Visibility Sobriety Checkpoints (CTW 2.1, page 1-19; *Publicized Sobriety Checkpoint Programs-A Community Guide*-from the Community Guide Branch, Epidemiology and Analysis Program Office, Office of Surveillance, Epidemiology, and Laboratory Services (Pitan, Qu, Chattopadhyay, Elder), 2010; Challenging College Alcohol Abuse (SAMHSA National Registry of Evidence-based Programs and Practices, 2007)
- ✓ High Visibility Saturation Patrols (CTW 2.2, page 1-21)
- ✓ Preliminary Breath Test Devices (CTW 2.3, page 1-22)
- ✓ Passive Alcohol Sensors (CTW 2.4, page 1-23)
- ✓ Integrated Enforcement (CTW 2.5, page 1-24)
- ✓ DWI Courts – use of JOL (CTW 3.1, page 1-25)
- ✓ Alcohol Problem Assessment and Treatment (CTW 4.1, page 1-32)
- ✓ Alcohol Interlocks (CTW 4.2, page 1-34)
- ✓ Mass Media Campaigns (CTW 5.2, page 1-44; CDC¹⁰ Guide to Community Preventive Services, 2010)
- ✓ Responsible Beverage Service (CTW 5.3, page 1-46)
- ✓ Alcohol Vendor Compliance Checks (CTW 6.3, page 1-55)
- ✓ Youth Directed Programs (CTW 6.5, page 1-59)

Bicycle/Pedestrian:

- ✓ Driver Training (CTW 4.5, page 8-29)
- ✓ Bicycle Safety Training for Bike Commuters (CTW 2.2, page 9-19)
- ✓ Active Lighting and Rider Conspicuity (CTW 3.1, page 9-20)

Distracted Driving:

- ✓ Graduated Driver Licensing (CTW 1.1, page 4-9)
- ✓ Cell Phone and Text Messaging Laws (CTW 1.2, page 4-10)
- ✓ Communications and Outreach on Distracted Driving (CTW 2.2, page 4-18)

Driver Education:

⁹ CTW Countermeasures That Work, Seventh Edition, 2013

¹⁰ CDC Centers for Disease Control and Prevention

- ✓ Graduated Driver Licensing (CTW 1.1, page 6-8)
- ✓ Peer Education: Promoting Healthy Behaviors publication (Advocates for Youth, Washington D.C.)

Motorcycle Safety:

- ✓ Alcohol-Impaired Motorcyclists: Communication & Outreach (CTW 2.2, page 5-15)
- ✓ Motorcycle Rider Licensing and Training (CTW 3.1, page 5-17; CTW 3.2, page 5-20)
- ✓ Communications and Outreach: Conspicuity and Protective Clothing (CTW 4.1, page 5-22)
- ✓ Communications and Outreach: Other Driver Awareness (CTW 4.2, page 5-24)

Occupant Protection:

- ✓ State Primary Enforcement Belt Use Laws (CTW 1.1, page 2-12)
- ✓ Short-term High-Visibility Enforcement (CTW 2.1, page 2-17)
- ✓ Sustained High-Visibility Enforcement (CTW 2.3, page 2-22)
- ✓ Communications and Outreach (CTW 3.1, page 2-23)
- ✓ Strengthening Child Occupant Protection Laws (CTW, 4.1, page 2-27)
- ✓ Short-Term High-Visibility CRS Law Enforcement (CTW 5.1, page 2-29)
- ✓ School Programs (CTW 7.1, 2-33)
- ✓ Child Restraint Distribution Programs (CTW 7.2, page 2-34)
- ✓ Inspection Stations (CTW 7.3, page 2-35)

Speed and Aggressive Driving:

- ✓ High-Visibility Enforcement (CTW 2.2, page 3-16)
- ✓ Other Enforcement Methods (CTW 2.3, page 3-19)
- ✓ Communications and Outreach (CTW 4.1, page 3-6)

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PERFORMANCE PLAN

Problem Identification and setting target goals

Statewide Fatality and Serious Injury Crashes

(See graphs on pages 21 and 22)

To assess the means and methods to improve traffic safety statewide, OHSO uses a comprehensive review of general trends statewide, then drills down to the county and local detail level to determine the best use of available resources. Data sources, as listed on page 8, provide the statistical basis on which problem identification is based (the steps in the Problem Identification process are identified on page 11). As the overall goal of any traffic safety plan is to reduce fatalities, injuries and societal costs resulting from motor vehicle crashes, the OHSO will strive to achieve those goals utilizing the following strategies.

- Target [C-1]: To limit the projected increase in the number of traffic fatalities from 678 in 2013 to 694 in 2016.
- Target [C-2]: To limit the projected increase in the number of Serious Injuries in MVC from 14,734 in 2013 to 15,791 in 2016.
- Target [C-3]: To limit the projected increase in the Fatalities per 100 Million VMT rate from 1.41 in 2013 to 1.45 in 2016.
- Target [C-3a]: To maintain the projected Urban Fatalities per 100 Million VMT rate from 0.84 in 2013 to 0.84 in 2016.
- Target [C-3b]: To limit the projected increase in the Rural Fatalities per 100 Million VMT rate from 2.18 in 2013 to 2.21 in 2016.

Occupant Protection

(See graphs on page 23)

Unrestrained passenger vehicle occupant fatalities have shown an overall decrease in Oklahoma over the past few years, from 338 in 2008 to 248 in 2013. However, with the change in the FY2016 planning process from a single-year trend analysis to a 5-year moving average analysis, the revised trend would project a slight increase in 2016. From 2006 through 2013, the State's observed seat belt use rate remained relatively unchanged. The observed seat belt use rate in the 2014 state survey was 86.3%, a notable increase from 83.6% reported in the 2013 survey. The 2014 survey reflected a child restraint use rate of 89.9%, compared to a 87.8% use rate reported in the 2013 survey (the CPS rates refer to observed use rate, not necessarily reflecting proper use). Oklahoma's recertification rate for CPS technicians was 48.7% in calendar year 2014 which is below the national average of 56%. Recertification rates appear to be trending downward in Oklahoma as well as nationwide. Maintaining and increasing the number of CPS Technicians and the availability of Child Restraint Inspection Stations continues to be a concern. According to Safe Kids Worldwide studies, a vast majority of parents or caregivers are still struggling with the proper installation and use of child restraint seats.

- Target [C-4]: To limit the projected increase in the number of unrestrained occupant fatalities (all seating positions) from 248 in 2013 to 274 in 2016.

- **Target [B-1]: To limit a projected decrease in the safety belt use rate from 86.3% in 2014 (most current) to 84.6% in 2016.**

Impaired Driving

(See graph on 24)

FARS data indicates 170 alcohol-impaired driving fatalities in 2013, representing 25% of all fatalities in the State. Despite the decline in overall fatalities over the past five years, alcohol-impaired fatalities continue to represent a significant percentage of the traffic fatalities experienced in Oklahoma. Additionally Oklahoma ranks 46th in impaired driving fatalities and 51st in the ability to improve its fatality rate, based on a 2010 NHTSA survey. Additional trend analysis of crash data by the University of Central Oklahoma, using a 5-year moving average, 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, regional task forces, testing and media. In addition to traditional enforcement and other associated impaired driving programs, the OHSO will continue 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 contains elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections.

- **Target [C-5]: To limit the projected increase in the number of fatalities involving drivers or motorcycle operators with .08+ BAC from 170 in 2013 to 202 in 2016.**

Police Traffic Services / Speed / Aggressive Driving

(See graph on page 24)

Not all traffic crashes or injuries can be directly attributed to a specific primary causal factor such as DUI, failure to be properly restrained or improper or non-use of safety equipment. Simply put, many crashes occur because drivers operate a vehicle unsafely, without due attention to traffic laws and road conditions. While some program areas target specific identified problem areas such as seat belts or impaired driving, the general Police Traffic Services area is intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification, which contribute in large part to the number of motor vehicle crashes and the death and injury resulting from them.

Speed and aggressive driving are responsible for a significant number of crashes and were listed as a primary factor in 174 fatalities in the State of Oklahoma in 2013. Speed-related causes are not always caused by exceeding a posted speed limit, but also by driving too fast for conditions. Aggressive driving definitions almost universally include a speed-related component.

Oklahoma experienced the following serious traffic problems in 2013:

- Crashes killed 678 persons.
- Crashes seriously injured 14,734 persons (non-fatalities) .
- Alcohol related crashes killed 170 persons.

- Unsafe speed-related crashes killed 174 persons.
- Motorcycle crashes killed 92 motorcyclists.
- Crashes killed 248 unrestrained occupants.

➤ **Target [C-6]: To limit the projected increase in the number of speed-related fatalities from 174 in 2013 to 202 in 2016.**

All Police Traffic Services projects are initiated to support the overall state targets as listed under the Statewide Fatality and Serious Injury Crashes section on page 33.

Motorcycle Safety

(See graphs on page 25)

The demand for motorcycle safety training and education is overwhelming. Students outside the greater metropolitan areas routinely travel up to 100 miles to attend available training courses. The demand for motorcycle training continues to outpace our ability to provide requested training. We are addressing this lack by promoting additional training for RiderCoaches, new riders and advanced riders.

Motorcyclist fatalities showed a significant spike in 2009, believed to be the result of a growing number of older riders (age 45+). From 2009 to 2013, the 40- to 60-year-old age group was the leading age group represented in motorcyclist fatalities in Oklahoma at 20.2%¹¹. This increase has paralleled the increase in motorcycle registrations. (Oklahoma does not have a mandatory helmet law for motorcycle riders age 18 and older. Correspondingly, the fatality percentage for motorcycle riders under age 18 was 1.3% for this same time frame.) The number of motorcyclist fatalities tends to be rather erratic in nature, due to the large influence of weather conditions and gas prices on motorcycle use. The 5-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 91 fatalities for 2016. Unhelmeted motorcyclist fatalities, on the other hand, are projected to continue to show slight increases, mainly as a result of the lack of a mandatory helmet law for riders age 18 and over. As a result, Oklahoma remains committed to supporting and implementing sound motorcycle safety programs in the upcoming program year.

- **Target [C-7]: To decrease the number of motorcyclist fatalities from 92 in 2013 to 91 in 2016.**
- **Target [C-8]: To decrease the number of unhelmeted motorcyclist fatalities from 77 in 2013 to 73 in 2016.**

Driver Education

(See graph on page 26)

In 2013, there were 86 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 38% over that 5-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.

¹¹ Oklahoma Crash Facts, 2009-2013

- Target [C-9]: To limit the projected increase in the number of drivers under the age of 21 involved in fatal crashes from 86 in 2013 to 91 in 2016.

Bicyclist and Pedestrian Safety

(See graphs on pages 26 and 27)

Oklahoma experienced 58 pedestrian fatalities in 2013 (FARS data). Based on state review, approximately 50% of the fatalities occurred within the greater metropolitan areas of Oklahoma City and Tulsa. The trend line indicates a continued gradual rise over the next three years. In response, OHSO initiated a pilot program in FY2015 with the Indian Nation Council of Governments in Tulsa to endeavor to improve bicycle and pedestrian safety in the greater Tulsa metropolitan area, as this area was identified by NHTSA in 2012 as well above the national average for bicycle and pedestrian fatalities.

- Target [C-10]: To decrease the number of pedestrian fatalities from 58 in 2013 to 55 in 2016.
- Target [C-11]: To decrease the number of bicyclist fatalities from 13 in 2013 to 7 in 2016.

Rail Grade Crossing Safety

The same problems that contribute to speed and aggressive driving are oftentimes the cause of crashes at rail grade crossings, but as these are fewer in number they are often overlooked in problem identification. According to the Federal Railroad Administration (FRA), in 2013 Oklahoma ranked 9th nationally in the number of rail grade crossing fatalities, with 54 collisions resulting in eight deaths (seven vehicle occupants and one pedestrian). Much like motorcycle fatalities, these numbers tend to fluctuate significantly from year to year. Overall, we have realized a 8% decrease in collisions and a 22% 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.

- To reduce the number of rail grade crossing fatalities from 7 in 2013 (state data) to 6 in 2016.
- To reduce the number of rail grade crossing fatality and serious injury crashes from 15 in 2013 to 13 in 2016.

Traffic Records

From home to the high-rise, the ability to collect, collate and effectively analyze data is a mainstay of any effective program performance process. Recognizing such need, Oklahoma continues to work to improve its data collection and analysis systems, including improvement of its ability to create timely and accessible citation and crash location maps. Creating such an interface will allow for the timely development of effective crash countermeasures, especially as related to county roads and city streets. Oklahoma has made great strides in integrating GPS information into crash reports and electronically submitting that information to the appropriate agencies 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% of the State's city/street data has been completed. This will allow officers to submit crash reports including lat/long information 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.

- Target: To increase the number of mappable city collisions statewide in the SAFE-T Collision Explorer Tool from 66.6% as of April 1, 2015 to 80% by September 30, 2016.

FFY 2015 Highway Safety Performance Report

Performance Measure Type	PM ID	Performance Measure	2014 Target	2014 Actual*	2014 Target Met	Percent Difference (Actual versus Target)	2015 Target
Core Outcome Measures	C-1	Fatalities	712	669	●	-6.0%	712
	C-2	Serious Injuries	15,353	14,732	●	-4.0%	15,119
	C-3	Fatalities per 100 MVMT	1.42	-	⊗	-	1.39
	C-3a	Fatalities per 100 MVMT – Urban	1.19	-	⊗	-	0.93
	C-3b	Fatalities per 100 MVMT – Rural	1.98	-	⊗	-	2.01
	C-4	Unrestrained passenger vehicle occupant fatalities	268	260	●	-3.0%	265
	C-5	Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher)	246	172	●	-30.1%	240
	C-6	Speeding-related fatalities	216	131	●	-39.4%	216
	C-7	Motorcycle fatalities	113	55	●	-51.3%	96
	C-8	Unhelmeted motorcycle fatalities	93	35	●	-62.4%	70
	C-9	Young drivers (20 or under) involved in fatal crashes	95	84	●	-11.6%	89
C-10	Pedestrian fatalities	44	52	○	+18.2%	60	
C-11	Bicyclist fatalities	n/a	4	⊗		10	
Core Behavior Measure	B-1	Observed seat belt use	85.7%	86.1%	●	+5%	85.7%
Enforcement Efforts		Seat Belt Violations	n/a	47,638			n/a
		Impaired Driving Arrests	n/a	3,939			n/a
		Speeding Violations	n/a	32,994			n/a

*All 2014 Actual results reflect preliminary state data - FARS data is not yet available.

Key: ○ = Did Not Meet Target; ● = Met or Exceeded Target; and ⊗ = Data not available for comparison.

C-11 not established as Core Measure until FY15.

PROGRAM AREA STRATEGIES AND PROJECTS

PLANNING AND ADMINISTRATION

OHSO carefully monitors **all** projects to ensure the appropriate use of restricted funds (Sections 402 and 405 as well as State funds). In order to address the State’s needs *as identified in the Problem Identification process (see page 11)*, some 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 primarily a impaired driving project may include additional funding in order to assist in the state OP plan or other designated areas. Such multiple amounts and/or funding sources are delineated in the grant agreement description and project number(s). 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	100%								
Assistant Director – Toby Taylor		100%							
Chief of Resources - Beverly Baker	100%								
Chief of Plans & Programs – Jay Wall			50%		25%	25%			
Accountant – Elizabeth George	100%								
Digital Media Coordinator – Donna Hardridge	5%		50%	20%	25%				
Inventory Officer – Jackie Cornwell		100%							
Program Mgr 1 (Media Manager) - Holly Robison			55%	5%	11%		29%		
Program Mgr 2 – Sam Harcrow			12%		65%	23%			
Program Mgr 3 – Justin HySmith			25%	45%		30%			
Program Mgr 4 – Don Longfellow			11%		10%	79%			
Program Mgr 5 – Sabrina Mackey			83%			17%			
Program Mgr 6 – Alice Collinworth			27%		23%	50%			
Data Analyst – Kathy Evans							100%		
FARS Analyst – Renee Reuter						5%			
OP Enforcement Coordinator – Lt. Troy German								80%	20%
Impaired Driving Coordinator – Capt. Kurt McKean									100%

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-16-07-01-00 **Funding Source:** 402 **Amount:** \$297,214.00

Primary Project Type: Planning and Administration **Total Budget:** \$297,214.00

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 40 (expressed as a percentage of federal funding used for each full time position).

Budget Summary

Planning and Administration: Budget Summary							
Project Number					Project Name	Budget	Budget Source
PA-	16-	07-	01-	00	Planning & Administration	297,214.00	Section 402
PA-	16-	07-	01-	00	State Match	297,214.00	State of Oklahoma
402 Total						297,214.00	
State Funds Total						297,214.00	
Total All Funds						594,428.00	

ALCOHOL/IMPAIRED DRIVING

Strategies

All identified strategies and projects are selected to support the Problem Identification and Performance Plan outlined on page 35.

Governor’s Impaired Driving Prevention Advisory Council

The Governor’s Impaired Driving Prevention Advisory Council, created in 2013, was renewed for an additional two years when Gov. Mary Fallin signed Executive Order 2015-14 on March 13, 2015. The Governor added one additional appointee to the Council, thereby increasing the total number of appointees to 11. The purpose of the Council remains the same: to reduce the incidence of impaired driving and associated traffic crashes in the State of Oklahoma.

The Council developed 37 recommendations which 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 of alcohol and/or drugs. Many of those action items have been implemented by state agencies, using their current resources and authority, while others will require further evaluation and possibly legislative action to properly implement.

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
 - 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 Attorneys 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.
- Designation of Impaired Driving Liaisons (IDLs)
 - The OHSO will utilize five Impaired Driving Liaisons to coordinate regional impaired driving prevention efforts statewide. Previously designated as Law Enforcement Liaisons (LELs), these positions will be responsible for organizing and conducting impaired driving task force activities, as well as assisting in other statewide efforts such as "Click It or Ticket".
- Use of Publicized Saturation Patrol Programs
 - Saturation patrols will be utilized in those areas where jurisdictional policy or available manpower precludes or limits 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 Impaired Driving Liaisons assigned to OHSO.
- 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 that participate in and submit statistical reports of their 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 Alcoholic Beverage Laws Enforcement (ABLE) Commission.
- Oklahoma will encourage DUI enforcement of impaired motorcyclists in jurisdictions representing above-average 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 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 District Attorneys on the importance of prosecuting alcohol/drug impaired drivers. The TSRP will continue to expand training for District Attorneys 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 of 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 available training 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 continue to utilize the four mobile Impaired Driving Command Centers equipped as necessary to set up DUI checkpoints anywhere within the State with on-site BAC testing facilities.

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.
- Continue to develop and deploy a comprehensive website to deliver impaired driving awareness messages and link the public to available impaired driving resources (enduiok.com).
- Conduct statewide attitude surveys in order to gauge awareness of impaired driving issues.

Participation in National Mobilizations

The Oklahoma Highway Safety Office actively supports NHTSA's national "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations. OHSO uses an online electronic mobilization reporting system allowing law enforcement agencies to indicate their intent to participate and to report activity after the mobilization. Agency participation in this event is accomplished in a variety of ways.

- ❖ Each subgrantee law enforcement agency is required as a condition of their grant agreement to participate in and report enforcement/PI&E activities for the "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations, including submission of pre-mobilization and post-mobilization reports.
- ❖ Law enforcement agencies that are not subgrantees are personally contacted prior to each mobilization by the OHSO Impaired Driving Liaison (IDL) assigned to their region. These agencies are encouraged to support the mobilizations and are provided the opportunity to qualify for incentive awards after each mobilization, contingent upon participation.
- ❖ The OHSO actively promotes the mobilizations with earned media and support from our Safe Communities groups. Our paid media contractor promotes the mobilizations using the national messaging taglines, unless otherwise directed by the OHSO¹². The contractor is required to report on the number of impressions achieved in each advertising venue.

Evidence Based Strategies Selection

See the list of Alcohol/Impaired Driving strategies on page 29.

Assessment of Overall Traffic Safety Impacts of Impaired Driving Strategies

Strategies proposed for the Impaired Driving program area are largely based upon the recommendations made through the Governors Impaired Driving Prevention Advisory Council. The selected projects will impact all seventy-seven counties in the state and provide a comprehensive program including enforcement, treatment, education, judicial training, and improved chemical testing. The selected strategies are evidence-based and have been proven to have a positive effect on impaired driving prevention to achieve the target of reducing the number of fatalities and injuries related to alcohol and drug-related motor vehicle crashes.

Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Impaired Driving Prevention projects planned for FY2016.

¹² For the FY2015 and FY2016 impaired driving mobilizations, the ENDUI tagline will be used.

Countermeasure Programs

High-visibility Impaired Driving Enforcement

Project Title: OHP Statewide Impaired Driving Enforcement

Agency: Oklahoma Highway Patrol

Project No: M5HVE-16-03-01-10 **Funding Source:** 405(d) **Amount:** \$694,000.00

Primary Project Type: Impaired Driving **Total Budget:** \$694,000.00

Description: The Oklahoma Highway Patrol will use experienced Troopers to implement a special statewide overtime traffic enforcement project, focusing on impaired driving violations. Troopers will be assigned to work overtime shifts to enforce alcohol-related traffic laws at high-risk locations in all 77 counties. In addition to 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-16-07-01-00 **Funding Source:** 405(d) **Amount:** \$155,240.00

Primary Project Type: Impaired Driving **Total Budget:** \$155,240.00

Description: This project funds two full-time positions with the Highway Patrol (one at 20%) 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: OHP Regional IDL Project

Agency: Oklahoma Highway Patrol

Project No: PT-16-05-02-09 **Funding Source:** 402 **Amount:** \$423,655.00

Primary Project Type: Impaired Driving **Total Budget:** \$423,655.00

Description: The Impaired Driving Liaisons (IDLs) will implement activities in support of national highway safety goals to reduce motor vehicle collisions, focusing specifically on impaired driving, and will provide assistance to local law enforcement with regard to impaired driving enforcement. Coordination of regional multi-jurisdiction events will occur on a regular basis, to include checkpoints and saturation patrols. Public information and education events, along with media releases when appropriate, will be used to inform the public of events and relevant traffic safety issues. In addition, the

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: AL-16-02-02-16 **Funding Source:** 402 **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 OHSO and the Board of Tests of Alcohol and Drug Influence. Each student successfully completing the course will be granted DRE certification. The Project Director will encourage current and new DREs to utilize their skills in impaired driving arrests across the state, increasing the number of evaluations conducted each year.

Project Title: ARIDE Training Project

Agency: Oklahoma Association of Chiefs of Police

Project No: M5TR-16-02-04-15 **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.

Prosecution and Adjudication

Project Title: Traffic Safety Resource Prosecutor

Agency: District Attorneys Council

Project No: AL-16-02-01-13 **Funding Source:** 402 **Amount:** \$190,000.00

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

Description: 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 cases such as vehicular homicide, felony impaired driving and others. The TSRP will provide resource documents, conduct seminars and provide technical legal assistance to Oklahoma prosecutors, law enforcement and traffic safety partners with regard to impaired driving.

Project Title: State Judicial Educator/Judicial Outreach Liaison

Agency: East Central University

Project No: M5CS-16-02-01-05 **Funding Source:** 405(d) **Amount:** \$121,563.00

Primary Project Type: Impaired Driving **Total Budget:** \$121,563.00

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-16-05-01-08 **Funding Source:** 405(d) **Amount:** \$178,884.00

Project No: M5TR-16-02-05-08 **Funding Source:** 405(d) **Amount:** \$11,611.00

Primary Project Type: Impaired Driving **Total Budget:** \$190,495.00

Description: This project will 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) device. These positions will devote 100% of their time to the alcohol/drug analysis of blood samples submitted to the OSBI laboratory for the prosecution of impaired driving cases. Additionally, training will benefit the OSBI in proficiency and efficiency in case analysis. 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: Oklahoma Department of Mental Health and Substance Abuse Services

Project No: M5TR-16-05-03-03 **Funding Source:** 405(d) **Amount:** \$58,370.00

Primary Project Type: Impaired Driving **Total Budget:** \$58,370.00

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 alcohol/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 projects 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 13 agencies: Anadarko PD, Catoosa PD, Kay County SO, Lawton PD, Logan County SO, Mustang PD, Norman PD, Oklahoma City PD, Oklahoma County SO, Rogers County SO, Sand Springs PD, Tulsa County SO, and Tulsa PD. Five of these projects will have secondary OP or PTS components (Catoosa PD, Norman PD, Oklahoma City PD, Oklahoma County SO, and Sand Springs PD). In addition, five agencies will have secondary impaired driving components to their projects, those being: Bixby PD, Edmond PD, Enid PD, Midwest City PD, and Owasso PD.

Budget Summary

Alcohol: Budget Summary

Project Number					Project Name	Budget	Budget Source
AL-	16-	03-	01-	01	Anadarko PD	15,000.00	Section 402
M5TR-	16-	05-	01-	03	Board of Test	78,652.00	Section 405d
AL-	16-	03-	03-	05	Catoosa PD	24,500.00	Section 402
OP-	16-	03-	01-	05	Catoosa PD	20,000.00	Section 402
M5TR-	16-	05-	02-	03	CLEET	71,000.00	Section 405d
M5TR-	16-	02-	01-	13	District Atty's Council	190,000.00	Section 405d
AL-	16-	05-	01-	03	DMHSAS - Edu	58,370.00	Section 402
PT-	16-	05-	02-	09	DPS - OHP - IDLs	423,655.00	Section 402
M5IDC-	16-	07-	01-	00	DPS - OHP - Impaired Driving Coordinator	155,240.00	Section 405d
M5HVE-	16-	03-	01-	10	DPS - OHP - OT	694,000.00	Section 405d
M5CS-	16-	02-	01-	05	East Central Univ SJE	121,563.00	Section 405d
AL-	16-	03-	06-	08	Kay County SO	20,152.00	Section 402
M5HVE-	16-	03-	02-	13	Lawton PD	100,000.00	Section 405d
AL-	16-	03-	07-	07	Logan County SO	20,000.00	Section 402
AL-	16-	03-	09-	02	Mustang PD	26,500.00	Section 402
AL-	16-	03-	10-	08	Norman PD	43,200.00	Section 402
PT-	16-	03-	15-	08	Norman PD	35,500.00	Section 402
AL-	16-	02-	02-	16	Norman PD DRE	71,000.00	Section 402
M5TR-	16-	02-	04-	15	OACP - ARIDE	68,047.00	Section 405d
AL-	16-	03-	11-	12	Oklahoma City PD	134,377.00	Section 402
OP-	16-	03-	04-	12	Oklahoma City PD	110,286.00	Section 402
AL-	16-	03-	12-	09	Oklahoma County SO	100,000.00	Section 402
OP-	16-	03-	05-	09	Oklahoma County SO	101,000.00	Section 402
PT-	16-	03-	16-	09	Oklahoma County SO	130,500.00	Section 402
M5BAC-	16-	05-	01-	08	OSBI	190,495.00	Section 405d
AL-	16-	05-	02-	08	OSU PD	92,381.00	Section 402
AL-	16-	04-	01-	00	PI&E	21,500.00	Section 402
AL-	16-	07-	01-	00	Program Area Management	235,362.00	Section 402
AL-	16-	03-	14-	01	Rogers County SO	20,100.00	Section 402
AL-	16-	03-	15-	13	Sand Springs PD	30,000.00	Section 402
OP-	16-	03-	07-	13	Sand Springs PD	20,000.00	Section 402
AL-	16-	03-	16-	09	Tulsa County SO	106,000.00	Section 402
AL-	16-	03-	17-	09	Tulsa PD	82,000.00	Section 402
PT-	16-	07-	02-	00	State Match	485,345.75	State of Oklahoma
M5HVE-	16-	07-	02-	00	State Match	417,249.25	State of Oklahoma
402 Total						1,941,383.00	
405D Total						1,668,997.00	
State Funds Total						902,595.00	
Total All Funds						4,512,975.00	

BICYCLIST AND PEDESTRIAN SAFETY

Strategies

All identified strategies and projects are selected to support the Problem Identification and Performance Plan outlined on page 37. A number of cities in Oklahoma have already implemented bicyclist passing laws, with most requiring a three-foot distance be maintained when passing a bicyclist and allowing the bicyclist to use the full lane. The OHSO currently publishes a Bicycle Safety brochure, including changes recommended by the Oklahoma Bicycle Society. Other strategies include:

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

Evidence Based Strategies Selection

See the list of Bicyclist/Pedestrian strategies on page 29.

Assessment of Overall Traffic Safety Impacts of Bicycle and Pedestrian Safety Strategies

Strategies proposed for the Bicycle and Pedestrian Safety program are designed to address the area of greatest need identified at this time, which is the greater Tulsa Metropolitan area. The selected project is a pilot program in its second year and will utilize evidence-based strategies toward the overall goal of developing a program which can be duplicated in other major metropolitan areas of the state. The selected program will provide training and education as well as engineering improvements to address this growing problem. The selected strategies are evidence-based and have been proven to have a positive effect on improving bicycle and pedestrian safety with target of reducing the number of fatalities and injuries resulting from bicycle and pedestrian-related motor vehicle crashes.

Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this project.

Countermeasures Programs

Education and Awareness

Project Title: INCOG Bicyclist/Pedestrian Safety Project

Agency: Indian Nations Council of Governments

Project No: PS-16-02-01-02

Funding Source: 402

Amount: \$36,900.00

Primary Project Type: Bicycle/Pedestrian Safety

Total Budget: \$36,900.00

Description: In the second year of this project, 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 about sharing the road with other vehicles. INCOG will direct resources to appropriate areas and strategic locations along known bike routes.

Budget Summary

Bicycle/Pedestrian Safety: Budget Summary							
Project Number		Project Name			Budget	Budget Source	
PS-	16-	02-	01-	02	Indian Nations Council of Governments	36,900.00	Section 402
PT-	16-	07-	02-	00	State Match	9,225.00	State of Oklahoma
402 Total						36,900.00	
State Funds Total						9,225.00	
Total All Funds						46,125.00	

DRIVER EDUCATION

Strategies

All identified strategies and projects are selected to support the Problem Identification and Performance Plan outlined on page 36.

Education and Training

- Provide additional driver education to younger drivers through the “Alive at 25” program developed by the National Safety Council.
- Support robust, meaningful basic driver education by providing quality assurance services through the Oklahoma Department of Public Safety.

Evidence Based Strategies Selection

See the list of Driver Education strategies on page 29.

Assessment of Overall Traffic Safety Impacts of Driver Education Strategies

Strategies proposed for the Driver Education program will have the potential to impact all areas of the state, based on available opportunities, with particular emphasis on texting and driving. The Alive at 25 program is often used by court systems in judicial adjudication. With the adoption of a new texting law effective November 1, greater emphasis will be placed on those programs promoting no texting and driving, including statewide paid media and educational efforts. Projects are specifically designed to

reach the most at-risk age group of drivers 25 years of age and younger. The selected strategies are evidence-based and have been shown to have a positive effect on changing attitudes and behaviors related to these at-risk behaviors with the target of reducing the number of fatalities and injuries crashes involving distracted driving and risk-taking behaviors.

Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this program area.

Countermeasure Programs

Education and Awareness

Project Title: “Alive at 25” Program

Agency: Oklahoma Safety Council

Project No: DE-16-02-02-06 **Funding Source:** 402 **Amount:** \$43,000.00

Primary Project Type: Driver Education **Total Budget:** \$43,000.00

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-16-02-01-02 **Funding Source:** 402 **Amount:** \$83,780.00

Primary Project Type: Driver Education **Total Budget:** \$83,780.00

Description: In the second year of this pilot project, Educational Alternatives will recruit 120 teams to attend six peer-leadership activity planning conferences for Oklahoma high school and middle school student leaders to raise awareness and reduce distracted driving among their peers in their local schools and community. Each team will consist of five students and an adult adviser. These conferences will be conducted on Saturdays throughout the 2015-16 and early 2016-17 school years. The approach will use slightly older peers (college students) to motivate and train these students.

Project Title: Driver Education Quality Assurance Program

Agency: Department of Public Safety

Project No: DE-16-05-01-04 **Funding Source:** 402 **Amount:** \$28,084.00

Primary Project Type: Driver Education **Total Budget:** \$28,084.00

Description: The Department of Public Safety is in the third and final year of a 3-year program, funded at 50% this year, implemented as a pilot project in March 2013 to perform audits, in-class monitoring, and oversight of commercial driver education schools and the Designated Examiner Program. Two full-time DEQA Officers 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.

Budget Summary

Driver Education: Budget Summary							
Project Number		Project Name			Budget	Budget Source	
DE-	16-	02-	01-	02	Educational Alternatives	83,780.00	Section 402
DE-	16-	02-	02-	06	OK Safety Council	43,000.00	Section 402
DE-	16-	05-	01-	04	DPS - QA DL	28,084.00	Section 402
PT-	16-	07-	02-	00	State Match	38,716.00	State of Oklahoma
402 Total						154,864.00	
State Funds Total						38,716.00	
Total All Funds						193,580.00	

MOTORCYCLE SAFETY

Strategies

All identified strategies and projects are selected to support the Problem Identification and Performance Plan outlined on page 36.

Training and Education

- Oklahoma will maintain and expand innovative motorcycle training programs statewide.
- 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.

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 Advisory Committee for Motorcycle Safety and Education to improve education and training.

Evidence Based Strategies Selection

See the list of Motorcycle Safety strategies on page 29.

Assessment of Overall Traffic Safety Impacts of Motorcycle Safety Strategies

With the growing number of motorcycle riders and resultant increased numbers of fatal and personal injury motorcycle crashes, strategies proposed for the Motorcycle Safety area will have the potential to impact almost 80% of the state, based on available opportunities, and will provide training and educational opportunities. With guidance from the State Motorcycle Safety Advisory Committee, these projects will provide training on motorcycle operations, including MSF approved courses, as well as a new 3-wheel operator training course and courses available for the hearing impaired. All programs are evidence-based, approved by DPS and meet MSF requirements where necessary. The overall effect should be to reduce the number of fatality and injury crashes involving motorcycles.

Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Motorcycle Safety projects planned for FY2016.

Countermeasure Programs

Statewide Motorcycle Safety Projects

Project Title:	Edmond Motorcycle Safety Education		
Agency:	Edmond Police Department		
Project No:	M9MT-16-02-03-18	Funding Source:	State funds Amount: \$63,000.00
Primary Project Type:	Motorcycle Safety	Total Budget:	\$63,000.00

Description: The Edmond Police Department will continue implementing a two-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 using model language; and 2) the expansion and delivery

of 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-16-02-09-02 **Funding Source:** N/A **Amount:** \$0.00

Primary Project Type: Motorcycle Safety **Total Budget:** \$0.00

Description: Utilizing the two vehicles purchased with grant funds during FY2015, the Oklahoma Highway Patrol Troop MC will continue to provide a statewide motorcycle safety awareness program called the "Motorcycle Survival Course." Troop MC conducts approximately 25 classes per year, potentially training around 400 students. In addition, they will conduct PI&E events statewide at safety fairs, car shows, motorcycle rallies, schools, local organizations and other venues that attract large crowds to promote "Share the Road" education.

Training and Education

Project Title: Great Plains Motorcycle Safety Education

Agency: Great Plains Technology Center

Project No: STMC-16-02-04-05 **Funding Source:** State Funds **Amount:** \$32,491.00

Primary Project Type: Motorcycle Safety **Total Budget:** \$32,491.00

Description: The Great Plains Technology Center (GPTC) in Lawton, using part-time instructors, will conduct MSF/DPS-approved motorcycle safety education courses, including Basic Rider Course 1, Basic Rider Course 2, and Introductory Motorcycle Experience (IME). In addition, GPTC will conduct PI&E through distribution of outreach materials, such as safety messaging using "Share the Road" model language. GPTC will maintain an inventory of any grant funded motorcycle or safety equipment and ensure that every rider receiving training wears appropriate safety gear, including a helmet.

Project Title: OSU-OKC Motorcycle Safety Education

Agency: Oklahoma State University-Oklahoma City

Project No: STMC-16-02-05-05 **Funding Source:** State Funds **Amount:** \$24,576.00

Primary Project Type: Motorcycle Safety **Total Budget:** \$24,576.00

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 three-wheel Basic Rider Course for licensed riders seeking to improve their street survival skills. OSU-OKC is the only facility offering three-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. During this project year, OSU-OKC will, for the first time, offer a Basic Rider Course for hearing impaired riders wishing to obtain their “M” endorsement, including the use of sign language interpreters for each class. OSU-OKC will provide maintenance of the training riding range and classroom facilities for training purposes, maintain an inventory of any grant funded motorcycle or safety equipment and ensure every rider receiving training wears appropriate safety gear, including a helmet.

Project Title: Southern Oklahoma Technology Center Motorcycle Education

Agency: Southern Oklahoma Technology Center

Project No: STMC-16-02-06-04 **Funding Source:** State Funds **Amount:** \$26,936.00

Primary Project Type: Motorcycle Safety **Total Budget:** \$26,936.00

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

Project Title: Southwest Technology Center Motorcycle Education

Agency: Southwest Technology Center

Project No: STMC-16-02-07-02 **Funding Source:** State Funds **Amount:** \$26,500.00

Primary Project Type: Motorcycle Safety **Total Budget:** \$26,500.00

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 primary riding season, March through September. SWTC will provide maintenance and improvements of the training riding range and classroom facilities for training purposes, will maintain inventory of any grant funded motorcycle or safety equipment and ensure every rider receiving training wears appropriate safety gear, including a helmet.

Project Title: DPS Motorcycle Education Quality Assurance Program

Agency: Department of Public Safety

Project No: STMC-16-05-01-04 **Funding Source:** State Funds **Amount:** \$101,647.00

Primary Project Type: Motorcycle Safety **Total Budget:** \$101,647.00

Description: This project will provide funding for one DPS Quality Assurance Officer to ensure compliance with procedures and applicable administrative rules for motorcycle training courses, conducting in-depth auditing and monitoring of school facilities, classroom instruction and instructors to ensure that students are receiving appropriate training that meets State standards. Other responsibilities of the MCQA Officer include certification and recertification of instructors and schools, as well as submission, maintenance, and updating of all records and reports relating to commercial motorcycle education provider audits. Funding is also provided for the purchase of a vehicle to be used by the MCQA Officer in the performance of his/her official duties.

Project Title: National Guard Motorcycle Safety Training

Agency: Oklahoma National Guard

Project No: MC-16-05-01-05 **Funding Source:** 402 **Amount:** \$5,000.00

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

Description: OHSO will directly purchase safety equipment items for distribution by the Oklahoma National Guard to military personnel participating in its annual motorcycle training event. Receipt of the provided equipment is directly tied to participation in the safety training event. The safety equipment provided will consist of personal protective equipment (gloves, reflective vests, etc.), subject to approval by the OHSO.

Project Title: ABATE Motorcycle Safety Education

Agency: ABATE of Oklahoma

Project No: STMC-16-02-01-01 **Funding Source:** State Funds **Amount:** \$5,000.00

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

Description: ABATE (A Brotherhood Aiming Toward Education) of Oklahoma, utilizing state motorcycle funds to reimburse travel costs, will present a "Share the Road" awareness program to the student body at various Oklahoma public schools. This program will focus on providing education about identifying motorcycles in the traffic scene to avoid crashes. Funds will be expended in compliance with the Oklahoma State Travel Reimbursement Act. ABATE personnel may also attend national safety conferences including, but not limited to, safety training seminars and demonstrations of motorcycle safety equipment.

Project Title: Broken Arrow Motorcycle Safety Project

Agency: Broken Arrow Police Department

Project No: STMC-16-02-02-15 **Funding Source:** State Funds **Amount:** \$34,150.00

Primary Project Type: Motorcycle Safety **Total Budget:** \$34,150.00

Description: The Broken Arrow Police Department, utilizing officers certified in motorcycle operation and working in an overtime capacity, will conduct a motorcycle safety program for the purpose of educating motorcycle riders in the safe operation of motorcycles and the risk of impaired riding. The program will also promote public awareness through use of public service announcements and other outreach programs to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed using model language.

Project Title: Tulsa Motorcycle Safety Project

Agency: Tulsa Police Department

Project No: STMC-16-02-08-09 **Funding Source:** State Funds **Amount:** \$26,329.00

Primary Project Type: Motorcycle Safety **Total Budget:** \$26,329.00

Description: The Tulsa Police Department, utilizing officers certified in motorcycle operation and working in an overtime capacity, will conduct a motorcycle safety program for the purpose of educating motorcycle riders in the safe operation of motorcycles and the risk of impaired riding. The program will also promote public awareness through use of public service announcements and other outreach programs to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed using model language.

Budget Summary

Motorcycle Safety: Budget Summary							
Project Number			Project Name			Budget	Budget Source
MC-	16-	05-	01-	05	National Guard Motorcycle Safety Program	5,000.00	Section 402
MC-	16-	07-	01-	00	Program Area Management	51,241.00	Section 402
MC-	16-	07-	02-	00	State Match	14,060.25	State of Oklahoma
402 Total						56,241.00	
State Funds Total						14,060.25	
Total All Funds						70,301.25	

**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 countermeasure programs described are not included in the Motorcycle Safety Budget Summary.*

OCCUPANT PROTECTION

Strategies

All identified strategies and projects are selected to support the Problem Identification and Performance Plan outlined on page 34. The 2014 Statewide Seat Belt Survey identified the five counties having the lowest seat belt use rate: Lincoln County, Pottawatomie County, Garfield County, Okmulgee County and Creek County. OHSO initiated FY2016 grants with agencies in four of those counties to target increased seat belt enforcement. Two of those projects, Pottawatomie County and Lincoln County, involve a full-time Project Officer assigned to enhance OP enforcement as part of an overall Police Traffic Services grant. The strategy also places emphasis on those areas of the state identified in the FY2016 Section 405(b) application Seat Belt Enforcement Plan.

Enforcement

- Utilize the OHSO Law Enforcement Occupant Protection Specialist (statewide coordinator) 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, in particular in those counties identified as having the lowest seat belt use rate in the State.
- The OHSO Statewide OP Coordinator 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 IDLs and the OHSO Statewide OP Coordinator to assist local law enforcement agencies 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 Communities groups statewide.

Education and Training

- Training opportunities will be provided through established Safe Communities 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.

- Partner with the Oklahoma Safety Council to promote and provide the “Alive at 25” program.

Outreach and Awareness

- The OHSO Statewide OP Coordinator and Regional IDLs will promote outreach and awareness of occupant protection best practices to communities statewide through partnerships with LE agencies, grantees, schools, Safe Communities 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.

Participation in National Mobilizations

The Oklahoma Highway Safety Office actively supports NHTSA’s national “Click It or Ticket” and “Drive Sober or Get Pulled Over” mobilizations. OHSO uses an online electronic mobilization reporting system allowing law enforcement agencies to indicate their intent to participate and to report activity after the mobilization. Agency participation in this event is accomplished in a variety of ways.

- ❖ Each subgrantee law enforcement agency is required as a condition of their grant agreement to participate in and report enforcement/PI&E activities for the “Click It or Ticket” and “Drive Sober or Get Pulled Over” mobilizations, including submission of pre-mobilization and post-mobilization reports.
- ❖ Law enforcement agencies that are not subgrantees are personally contacted prior to each mobilization by the OHSO Impaired Driving Liaison (IDL) assigned to their region. These agencies are encouraged to support the mobilizations and are provided the opportunity to qualify for incentive awards after each mobilization, contingent upon participation.
- ❖ The OHSO actively promotes the mobilizations with earned media and support from our Safe Communities groups. Our paid media contractor promotes the mobilizations using the national

messaging taglines, unless otherwise directed by the OHSO¹³. The contractor is required to report on the number of impressions achieved in each advertising venue.

Evidence Based Strategies Selection

See the list of occupant protection strategies on page 29.

Assessment of Overall Traffic Safety Impacts of Occupant Protection Strategies

The proposed strategies for occupant protection reach all seventy-seven counties in the State and consist of both enforcement and educational opportunities, as well as outreach to at-risk populations such as Native Americans. Enforcement projects include a statewide OP Coordinator with the Highway Patrol. The Child Passenger Safety effort includes both Safe Kids Oklahoma and the Tulsa Safe Kids Coalition with St. Francis Hospital to offer car seats, checkup events, and education statewide. Using evidence-based strategies, these projects are expected to have a positive impact in increasing the State's seat belt and child restraint use rate targets.

Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Occupant Protection projects planned for FY2016.

Countermeasures Programs

Statewide High-Visibility OP Enforcement Projects

Project Title: OHP Statewide High-Visibility OP Enforcement
Agency: Oklahoma Highway Patrol
Project No: M2HVE-16-03-01-10 **Funding Source:** 405(b) **Amount:** \$219,855.16
Primary Project Type: Occupant Protection **Total Budget:** \$219,855.16

Description: The project will conduct overtime enforcement activities focusing on occupant protection violations utilizing a no tolerance policy. Overtime assignments will be concentrated in designated counties of Oklahoma in an effort to impact 70% of the State's population and counties with the lowest use rate percentage as indicated in the Seat Belt Observation Survey. Troopers will conduct overtime occupant protection enforcement in locations and times as determined by the State OP LEL. Enforcement may include checkpoints, saturation patrols, and night time enforcement efforts. Locations will include those areas where high incidents of KAB crashes are likely to occur such as designated traffic safety corridors and rural two lane state highways. Troopers will encourage cooperative efforts with area law enforcement and tribal police.

¹³ For the FY2015 and FY2016 impaired driving mobilizations, the ENDUI tagline will be used.

Project Title: OHP Statewide Occupant Protection Coordinator
Agency: Oklahoma Highway Patrol
Project No: M2HVE-16-07-01-00 **Funding Source:** 405(b) **Amount:** \$89,930.00
Primary Project Type: Occupant Protection **Total Budget:** \$89,930.00

Description: This project funds 80% of a full-time position with the Oklahoma 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-16-02-02-00 **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, Inc. 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-16-02-01-18 **Funding Source:** 405(b) **Amount:** \$100,000.00
Project No: M2TR-16-02-01-18 **Funding Source:** 405(b) **Amount:** \$32,593.00
Project No: M2CSS-16-02-01-18 **Funding Source:** 405(b) **Amount:** \$17,407.00
Primary Project Type: Child Passenger Safety **Total Budget:** \$150,000.00

Description: Safe Kids Oklahoma (SKO) will use qualified, experienced employees (both staff and contracted individuals) to conduct child passenger safety programs including certification/recertification, education, outreach, and technical support for the Oklahoma City metro area and other designated rural areas of Oklahoma. 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.

Project Title: Tulsa Safe Kids Statewide Child Passenger Safety Program

Agency: St. Francis Hospital

Project No:	M2CPS-16-02-02-16	Funding Source:	405(b)	Amount:	\$74,446.00
Project No:	M2TR-16-02-02-16	Funding Source:	405(b)	Amount:	\$34,396.00
Project No:	M2CSS-16-02-02-16	Funding Source:	405(b)	Amount:	\$11,604.00
Project No:	OP-16-02-02-16	Funding Source:	402	Amount:	\$20,000.00

Primary Project Type: Child Passenger Safety **Total Budget:** \$140,446.00

Description: Employing a full-time CPS Coordinator, Safe Kids Tulsa (SKT) will plan and coordinate Child passenger Safety certification, training, education, outreach, and technical support activities in the Tulsa metro and other designated rural areas, including outreach to Oklahoma's Native American population. SKT will coordinate and conduct car seat check events in their designated area and assist in maintaining an accurate listing of active Oklahoma Child Restraint Inspection Stations made available to the public. TSK will plan, coordinate and conduct the annual Martha Collar Tech Reunion.

Education and Awareness

Project Title: Teen Seat Belt Safety Project

Agency: DCCCA, Inc.

Project No:	OP-16-02-01-02	Funding Source:	402	Amount:	\$70,847.00
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Primary Project Type: Occupant Protection **Total Budget:** \$70,847.00

Description: SAFE is a partnership between students, law enforcement agencies and traffic safety advocates designed to bring awareness to the importance of wearing seat belts to reduce the number and severity of KAB crashes among Oklahoma's high school students. This project is a continuation of the SAFE program piloted in Delaware and Lincoln Counties during FY2015. Law enforcement agency participation and support will be solicited in the targeted counties by the LE Outreach Representative. The Traffic Safety Specialist (TSS) will recruit school sponsors and student teams (SAFE teams) from targeted counties, assist them with their seat belt education efforts, and train them to perform unannounced seat belt observation surveys at their schools. The TSS will also solicit community and financial support from private and public organizations. SAFE teams will conduct monthly programs from the kickoff event through the final event to promote seat belt use at their schools.

Project Title: Statewide Occupant Protection Use Surveys
Agency: University of Central Oklahoma
Project No: OP-16-05-01-00 **Funding Source:** 402 **Amount:** \$84,126.00
Project No: STMC-16-05-02-00 **Funding Source:** State Funds **Amount:** \$5,000.00
Primary Project Type: Occupant Protection **Total Budget:** \$89,126.00

Description: Utilizing the approved NHTSA survey design, the University of Central Oklahoma will conduct the annual statewide Seat Belt Use Survey. In addition to the statewide survey, UCO will also conduct the Statewide Child Restraint, Helmet Use and Pickup Truck Seat Belt Use surveys. 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.

Project Title: Occupant Protection PI&E
Agency: OHSO
Project No: OP-16-04-01-00 **Funding Source:** 402 **Amount:** \$5,000.00
Primary Project Type: Occupant Protection **Total Budget:** \$5,000.00

Description: The OHSO will use this funding to promote various activities, including development and printing of occupant protection-related brochures, literature, and videos.

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:** \$343,886.00
Primary Project Type: Occupant Protection **Total Budget:** \$343,886.00

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 FY2016 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 seat belt 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 three agencies: Creek County SO, Enid PD, and Purcell PD. In addition, Enid PD has a impaired driving component as a secondary objective. Four other agencies have a designated secondary OP component to their projects, including: Catoosa PD, Oklahoma City PD, Oklahoma County SO and Sand Springs PD.

Budget Summary

Occupant Protection: Budget Summary							
Project Number					Project Name	Budget	Budget Source
OP-	16-	03-	02-	05	Creek County SO	19,400.00	Section 402
OP-	16-	02-	01-	02	DCCCA	70,847.00	Section 402
M2HVE-	16-	07-	01-	00	DPS - OHP - HVE Coordinator	89,930.00	Section 405b
M2HVE-	16-	03-	01-	10	DPS - OHP - OT	219,855.16	Section 405b
OP-	16-	03-	03-	12	Enid PD	49,200.00	Section 402
AL-	16-	03-	05-	12	Enid PD	32,800.00	Section 402
OP-	16-	04-	01-	00	PI&E	5,000.00	Section 402
OP-	16-	07-	01-	00	Program Area Management	124,521.00	Section 402
OP-	16-	03-	06-	12	Purcell PD	24,000.00	Section 402
M2CPS-	16-	02-	01-	18	Safe Kids OK	100,000.00	Section 405b
M2TR-	16-	02-	01-	18	Safe Kids OK	32,593.00	Section 405b
M2CSS-	16-	02-	01-	18	Safe Kids OK - CPS Seats	17,407.00	Section 405b
M2CPS-	16-	02-	02-	16	St Francis - Tulsa Area Safe Kids	74,446.00	Section 405b
M2TR-	16-	02-	02-	16	St Francis - Tulsa Area Safe Kids	34,396.00	Section 405b
M2CSS-	16-	02-	02-	16	St Francis - Tulsa Area Safe Kids - CPS Seats	11,604.00	Section 405b
OP-	16-	02-	02-	16	St Francis - Tulsa Area Safe Kids (Martha Collar)	20,000.00	Section 402
OP-	16-	05-	01-	00	UCO - Seat Belt/Child Passenger Survey/Pickups	84,126.00	Section 402
PT-	16-	07-	02-	00	State Match	107,473.50	State of Oklahoma
M2HVE-	16-	07-	02-	00	State Match	121,057.79	State of Oklahoma
402 Total						429,894.00	
405B Total						484,231.16	
State Funds Total						205,183.79	
Total All Funds						1,119,308.95	

POLICE TRAFFIC SERVICES

Strategies

All identified strategies and projects are selected to support the Problem Identification and Performance Plan outlined on page 35. Police Traffic Services (PTS) grants provide a variety of traffic enforcement and community education services, depending upon the specific needs of the community. Speeding, aggressive and impaired driving issues are all addressed to some extent through general PTS programs. Strategies for addressing general traffic safety issues include:

Enforcement

- Supporting sustained enforcement by state and local law enforcement officers of drug- and alcohol-impaired drivers, seat belt use, and driving in excess of posted speed limits, by funding general Police Traffic Service contracts statewide.
- Encouraging and supporting Selective Traffic Enforcement Programs focused on alcohol/drug impaired drivers, speed, distracted and aggressive driving and occupant protection.
- Providing incentives for non-contract law enforcement agencies in major mobilizations to encourage participation and reporting.
- Provide more robust crash investigation techniques by developing a program within the Oklahoma Highway Patrol whereby specially trained Troopers can investigate crashes at a more detailed level on behalf of OHP and local agencies.

Training

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

Participation in National Mobilizations

The Oklahoma Highway Safety Office actively supports NHTSA's national "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations. OHSO uses an online electronic mobilization reporting system allowing law enforcement agencies to indicate their intent to participate and to report activity after the mobilization. Agency participation in this event is accomplished in a variety of ways.

- ❖ Each subgrantee law enforcement agency is required as a condition of their grant agreement to participate in and report enforcement/PI&E activities for the "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations, including submission of pre-mobilization and post-mobilization reports.
- ❖ Law enforcement agencies that are not subgrantees are personally contacted prior to each mobilization by the OHSO Impaired Driving Liaison (IDL) assigned to their region. These agencies

are encouraged to support the mobilizations and are provided the opportunity to qualify for incentive awards after each mobilization, contingent upon participation.

The OHSO actively promotes the mobilizations with earned media and support from our Safe Communities groups. Our paid media contractor promotes the mobilizations using the national messaging taglines, unless otherwise directed by the OHSO¹⁴. The contractor is required to report on the number of impressions achieved in each advertising venue.

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.

Evidence Based Strategies Selection

See the list of strategies on page 29.

Assessment of Overall Traffic Safety Impacts of Police Traffic Services Strategies

The proposed strategies for Police Traffic Services include improved traffic safety efforts in local communities through increased enforcement and education, as well as improving crash scene investigations. Traffic enforcement projects in seventeen counties reaching approximately 30% of the State’s population, including the three most populous counties in Oklahoma, will use evidence-based strategies to address high crash rates in their respective jurisdictions. The OHP will use funding provided to improve the quality and timeliness of crash investigations involving personal injury, especially those related to speed, aggressive driving and Commercial Motor Vehicles. These strategies should serve to decrease the number and severity of traffic crashes and provide better investigations to determine cause and aid in development of better preventive measures.

Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Police Traffic Services projects planned for FY2016.

Countermeasure Programs

Education and Awareness

Project Title:	OACP Law Enforcement Challenge				
Agency:	Oklahoma Association of Chiefs of Police				
Project No:	PT-16-05-04-15	Funding Source:	402	Amount:	\$50,000.00

¹⁴ For the FY2015 and FY2016 impaired driving mobilizations, the ENDUI tagline will be used.

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 (OLEC) competition to recognize excellence in law enforcement traffic safety programs in the State of Oklahoma. The grant will fund a part-time OLEC Coordinator position responsible for marketing the program statewide and encouraging participation in both the State challenge and the National Law Enforcement Challenge competition. With assistance from the OLEC coordinator, participating agencies will be encouraged to develop strategies to promote traffic safety and thereby reduce collisions within their jurisdictions. Strategies must include educational components as well as enforcement.

Project Title: OHP Statewide Crash Team Investigation Project

Agency: Oklahoma Highway Patrol

Project No: PT-16-05-01-05 **Funding Source:** 402 **Amount:** \$121,800.00

Primary Project Type: Police Traffic Services **Total Budget:** \$121,800.00

Description: The OHP currently has 13 Troop Crash Teams located in offices around Oklahoma that service 6-7 Oklahoma counties each. In addition the OHP has a State Crash Team that responds to large scale events that will tax the resources of the local troop team, and eight full-time Traffic Homicide Investigators (THIs) in the busier areas of the state. These THIs are routinely called upon by local law enforcement agencies and prosecutors to assist with the investigation of motor vehicle deaths. Oklahoma has shown a marked increase in the number of truck and semi-truck crashes over the last few months and, as would be expected, many of these result in personal injury.

Currently almost 20% of all CMV drivers who survive a CMV collision are showing positive toxicology for drugs. The CMV Imaging System will increase the ability of OHP Crash Teams to more accurately and timely investigate, or assist in the investigation of, CMV collisions by allowing a central location to communicate with CMV ECM's at all thirteen troop crash team locations statewide. This will allow for more timely processing of investigative data needed for enforcement and judicial adjudication purposes.

To further assist them in their duties, the OHP will deploy three (3) one-person-operated SX Robotic Total Stations in Oklahoma City, Tulsa and Lawton so roadways may be marked and opened up for vehicular traffic when serious injury/fatal collisions occur in these large-population and high-traffic-count areas. The robotics will allow one Trooper to return to a scene and collect forensic mapping evidence at a later date/time when traffic is lighter. This will further both NHTSA and FHWA goals for rapid quick clearance and the Traffic Incident Management (TIM) concepts. In addition, officer safety will be enhanced by having one person, rather than two, adjacent to roadways. The robotics allow the mapping Trooper to enter the roadway under safer conditions and map forensic evidence by a data collector attached to the prism pole while the robotics station follows the Trooper around the crash site.

Community Traffic Enforcement Projects

Project Title: Lincoln County Traffic Enforcement

Agency: Lincoln County Sheriff's Office

Project No: PT-16-03-10-05 **Funding Source:** 402 **Amount:** \$45,600.00

Primary Project Type: Police Traffic Services **Total Budget:** \$45,600.00

Description: The Lincoln County Sheriff's Office will assign one full-time Deputy to dedicate 100% of his/her time and effort to high-visibility traffic enforcement, with a particular focus on occupant protection enforcement based on the below-average use rate for this county identified in the 2014 statewide OP survey. Reimbursement of salary and pre-approved benefits for this assigned Deputy will be funded through the OHSO. Public Information and Education events will be conducted to inform the public, including school students and other members of the community about traffic safety issues and related events.

Project Title: Pottawatomie County Traffic Enforcement

Agency: Pottawatomie County Sheriff's Office

Project No: PT-16-03-19-06 **Funding Source:** 402 **Amount:** \$43,100.00

Primary Project Type: Police Traffic Services **Total Budget:** \$43,100.00

Description: In 2012, Pottawatomie County was identified as having a significantly higher-than-average KAB crash rate as well as a below-average seat belt use rate, therefore precipitating the formation of the Pottawatomie County Safety Corridor Project. In continuing support of this effort, the Pottawatomie County Sheriff's Office will assign one full-time Deputy to dedicate 100% of his/her time and effort to high-visibility enforcement, focusing on general traffic enforcement. Reimbursement of salary and pre-approved benefits for this assigned Deputy will be funded through the OHSO. Special emphasis will be focused on locations within the designated safety corridor. Public information and education events will be conducted on traffic safety issues and related events.

Project Title: Community Police Traffic Enforcement Projects

Agency: Multiple – See Police Traffic Services Budget Summary

Project No: See Budget Summary **Funding Source:** 402 **Amount:** \$601,034.00

Primary Project Type: Police Traffic Services **Total Budget:** \$601,034.00

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 related problems within their jurisdictions and have proposed strategies to address them. These programs will use officers working overtime or part-time 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 major national mobilizations - "Click It or Ticket" and "Drive Sober or Get Pulled Over".

In addition to sustained high-visibility enforcement efforts, all PTS grant agencies will commit to an active Public Information and Education component. Three agencies, Norman PD, Broken Arrow PD and Ponca City PD, using funding provided as part of their grant agreements, will serve as lead agencies of their respective Safe Communities groups to host specialized crash investigation courses to be conducted by the Institute of Police Technology and Management (IPTM).

Community PTS Traffic Enforcement Projects include 17 agencies: Alva PD, Apache PD, Bixby PD, Broken Arrow PD, Calera PD, Drumright PD, Durant PD, Kiowa County SO, Madill PD, McAlester PD, McCurtain County SO, McLoud PD, Owasso PD, Ponca City PD, Tahlequah PD, Tuttle PD and Warr Acres PD. Of these, Bixby PD and Owasso PD will also have a secondary Impaired Driving component. While all agencies identified as primary Police Traffic Services grants will address speed management within their projects, eight communities have requested assistance with a defined speed management problem and are identified in the Community Speed Enforcement Projects section.

Project Title: OU ConferencePROS

Agency: University of Oklahoma

Project No: PT-16-05-05-12 **Funding Source:** 402 **Amount:** \$100,000.00

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

Description: OU ConferencePROS 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 Statement of Work.

Project Title: Program Area Management

Agency: OHSO

Project No: PT-16-07-01-00 **Funding Source:** 402 **Amount:** \$238,154.00

Primary Project Type: Police Traffic Services **Total Budget:** \$238,154.00

Description: Program Area Management includes funds used for the costs of supporting projects and programs related to Police Traffic Services, including Program Manager salaries, benefits, operating costs, travel, etc. as well as the purchase of a motor vehicle for use by OHSO personnel in the performance of job related duties (Item 6 in the Equipment Requested list on page 84).

Budget Summary: PTS

Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
PT-16-03-01-03	Alva PD	10,000.00	Section 402				
PT-16-03-02-01	Apache PD	10,000.00	Section 402				
PT-16-03-03-15	Bixby PD	32,000.00	Section 402				
AL-16-03-02-15	Bixby PD	23,000.00	Section 402				
PT-16-03-04-16	Broken Arrow PD	78,800.00	Section 402				
PT-16-03-05-08	Calera PD	24,000.00	Section 402				
PT-16-05-01-05	DPS - OHP - Crash Team	121,800.00	Section 402				
PT-16-05-03-00	Driving Simulator	10,000.00	Section 402				
PT-16-03-06-03	Drumright PD	20,000.00	Section 402				
PT-16-03-07-13	Durant PD	48,750.00	Section 402				
PT-16-03-09-06	Kiowa County SO	14,340.00	Section 402				
PT-16-03-10-05	Lincoln County SO	45,600.00	Section 402				
PT-16-03-11-08	Madill PD	23,000.00	Section 402				
PT-16-03-12-07	McAlester PD	41,000.00	Section 402				
PT-16-03-13-01	McCurtain County SO	19,175.00	Section 402				
PT-16-03-14-01	McCloud PD	10,000.00	Section 402				
PT-16-03-99-00	Mobilization Incentives (May, Aug)	66,000.00	Section 402				
PT-16-05-04-15	OACP - LE Challenge	50,000.00	Section 402				
PT-16-05-05-12	OU Conference Pros	100,000.00	Section 402				
PT-16-03-17-11	Owasso PD	59,000.00	Section 402				
AL-16-03-13-11	Owasso PD	10,000.00	Section 402				
PT-16-04-01-00	PI&E	10,500.00	Section 402				
PT-16-03-18-09	Ponca City PD	40,500.00	Section 402				
PT-16-03-19-06	Pottawatomie County SO	43,100.00	Section 402				
PT-16-07-01-00	Program Area Management	238,154.00	Section 402				
PT-16-03-20-14	Tahlequah PD	17,000.00	Section 402				
PT-16-03-21-04	Tuttle PD	13,000.00	Section 402				
PT-16-03-22-06	Warr Acres PD	14,470.00	Section 402				
PT-16-07-02-00	State Match	298,297.25	State of Oklahoma				
402 Total					1,193,189.00		
State Funds Total					298,297.25		
Total All Funds					1,491,486.25		

Project Title: Community Speed Enforcement Projects

Agency: Multiple – See Speed Enforcement Budget Summary

Project No: See Budget Summary **Funding Source:** 402 **Amount:** \$308,525.00

Primary Project Type: Speed Enforcement **Total Budget:** \$308,525.00

Description: Speeding and speed-related violations continue to be a serious contributor to fatal and injury collisions in Oklahoma. Agencies working speed-related projects will utilize officers working in an overtime capacity 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. Two of these projects (Shawnee PD and Ada PD) will purchase and incorporate the use of Speed Monitoring Trailers with data collection capabilities into their enforcement plan. Speed Enforcement projects include nine agencies: Ada PD, Bethany PD, Edmond PD, Idabel PD, Midwest City PD, Perkins PD, Sapulpa PD, Shawnee PD and Tecumseh PD (Shawnee PD and Tecumseh PD are both designated participant agencies in the Pottawatomie County Safety Corridor project).

Budget Summary: Speed

Speed Enforcement Services: Budget Summary								
Project Number		Project Name				Budget	Budget Source	
SE-16-	03-01-	08	Ada PD				29,800.00	Section 402
SE-16-	03-02-	13	Bethany PD				38,230.00	Section 402
SE-16-	03-03-	18	Edmond PD				65,000.00	Section 402
AL-16-	03-04-	18	Edmond PD				17,000.00	Section 402
SE-16-	03-04-	03	Idabel PD				13,100.00	Section 402
SE-16-	03-05-	13	Midwest City PD				30,000.00	Section 402
AL-16-	03-08-	13	Midwest City PD				12,000.00	Section 402
SE-16-	03-06-	03	Perkins PD				20,000.00	Section 402
SE-16-	03-07-	15	Sapulpa PD				50,385.00	Section 402
SE-16-	03-08-	10	Shawnee PD				40,690.00	Section 402
SE-16-	03-09-	06	Tecumseh PD				22,120.00	Section 402
PT-16-	07-02-	00	State Match				84,581.25	State of Oklahoma
402 Total						338,325.00		
State Funds Total						84,581.25		
Total All Funds						422,906.25		

RAILROAD SAFETY

Strategies

All identified strategies and projects are selected to support the Problem Identification and Performance Plan outlined on page 34.

Education and Training

- Conduct Presenter Training in rail grade crossing safety education.
- Presenters to provide safety education to various groups throughout the state.
- Provide Grade Crossing Collision Investigation (GCCCI) training to law enforcement.
- Use of paid and earned media radio public service announcements statewide.

Enforcement

- Coordinate with local law enforcement agencies to conduct “Officer on the Train” events targeting RR crossing violations.

Evidence Based Strategies Selection

See the list of Speed/Aggressive Driving strategies on page 29.

Assessment of Overall Traffic Safety Impacts of Railroad Crossing Safety Strategies

As most MV/train crashes involve a fatality or serious injury, the proposed strategies for Railroad Crossing Safety will use evidence-based strategies, including both media and training, to improve public information and education efforts directed at decreasing the number of crashes at rail grade crossings. Oklahoma Operation Lifesaver will use public service announcements in communities identified as at-risk for crashes occurring at rail grade crossings. Presenters will be trained and utilized to give railroad crossing safety presentations to local communities statewide as requested. Training will also be conducted with law enforcement agencies to assist them in conducting rail grade crossing crash investigations. This strategies overall should have a positive impact in decreasing the number of MV/train crashes.

Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this project.

Countermeasure Programs

Railroad Safety Education

Project Title: Operation Lifesaver Railroad Safety Program

Agency: Oklahoma Operation Lifesaver

Project No: RH-16-02-01-12 **Funding Source:** 402 **Amount:** \$38,500.00

Primary Project Type: Railroad Safety **Total Budget:** \$38,500.00

Description: Oklahoma Operation Lifesaver (OKOL) will utilize active volunteers who have been trained as Presenters to educate the public, law enforcement officers, emergency responders, bus drivers, truck drivers and an array of community groups about railroad crossing safety. 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.

Budget Summary

Railroad/Highway Crossings: Budget Summary						
Project Number				Project Name	Budget	Budget Source
RH-	16-	02-	01-12	OK Operation Lifesaver	38,500.00	Section 402
PT-	16-	07-	02-00	State Match	9,625.00	State of Oklahoma
402 Total					38,500.00	
State Funds Total					9,625.00	
Total All Funds					48,125.00	

TRAFFIC RECORDS

Strategies

All identified strategies and projects are selected to support the Problem Identification and Performance Plan outlined on page 37.

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

- Assisting 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.

Evidence Based Strategies Selection

See the list of Traffic Records strategies on page 29.

Assessment of Overall Traffic Safety Impacts of Traffic Records Strategies

The strategies identified in Traffic Records impact every law enforcement agency in Oklahoma as well as the public need for timely and accurate access to traffic records. The project identified in this section, as well as those projects which have yet to be identified, address those needs by developing and improving access to traffic records through improvement of the systems and processes by which data is collected and submitted. Traffic safety will also benefit with the ability to better identify those high crash times and locations where traffic enforcement can be best deployed by law enforcement agencies. These efforts should impact the timeliness, quality and accuracy of traffic records statewide.

Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various traffic records projects planned for FY2016.

Countermeasure Programs

Data Improvement

Project Title:	Impaired Driving Offender Database		
Agency:	Department of Public Safety		
Project No:	M3DA-16-06-01-01	Funding Source:	405(c) Amount: \$200,000.00
Primary Project Type:	Traffic Records	Total Budget:	\$200,000.00

Description: This funding is designated for use in the development of a statewide impaired driving offender database. No such system currently exists. The State recognizes the need for a database to be able to follow an impaired driving charge from arrest through final disposition. This system would be utilized by all parties in the criminal justice system, including prevention and treatment, as allowed by law, to better recognize and deter impaired driving repeat offenders.

Project Title: DPS E-Data Support

Agency: Department of Public Safety

Project No: M3DA-16-05-01-09 **Funding Source:** 405(c) **Amount:** \$138,000.00

Primary Project Type: Traffic Records **Total Budget:** \$138,000.00

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

Project Title: OHP Enforcement Planner

Agency: Oklahoma Highway Patrol

Project No: M3DA-16-05-02-03 **Funding Source:** 405(c) **Amount:** \$97,356.36

Primary Project Type: Traffic Records **Total Budget:** \$97,356.36

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. The Enforcement Planner will also work with the Highway Patrol to create and implement a Statewide 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 Statewide 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-16-06-02-10 **Funding Source:** 405(c) **Amount:** \$379,128.00

Primary Project Type: Traffic Records **Total Budget:** \$379,128.00

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, arrest reports, vehicle reports, etc.

Project Title: SAFE-T Project

Agency: University of Oklahoma

Project No: M3DA-16-06-03-13 **Funding Source:** 405(c) **Amount:** \$88,877.00

Primary Project Type: Traffic Records **Total Budget:** \$88,877.00

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 by 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; and 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-16-07-01-00 **Funding Source:** 405(c) **Amount:** \$926,728.14

Primary Project Type: Traffic Records **Total Budget:** \$926,728.14

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 to the TRCC at the appropriate time and submitted to NHTSA for review and approval.

Project Title: UCO Data Analysis

Agency: University of Central Oklahoma

Project No: TR-16-05-01-00 **Funding Source:** 402 **Amount:** \$22,000.00

Primary Project Type: Traffic Records **Total Budget:** \$22,000.00

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.

Budget Summary: Traffic Records

Traffic Records: Budget Summary									
Project Number				Project Name				Budget	Budget Source
TR-	16-	05-	01-	00	UCO - Data Analysis			22,000.00	Section 402
M3DA-	16-	07-	01-	00	Data Projects/PARIS-TBD by TR Council			926,728.14	Section 405c
M3DA-	16-	06-	01-	01	DPS - DUI Tracking Database			200,000.00	Section 405c
M3DA-	16-	05-	01-	09	DPS - TraCS/Traffic Records Support/GALT			138,000.00	Section 405c
M3DA-	16-	05-	02-	03	DPS-OHP PARIS/Enforcement Planner			97,356.36	Section 405c
M3DA-	16-	06-	02-	10	OU, Board of Regents - PARIS/Software Development			379,128.00	Section 405c
M3DA-	16-	06-	03-	13	OU, Board of Regents -Safe-T			88,877.00	Section 405c
TR-	16-	07-	01-	00	Program Area Management			105,150.00	Section 402
DTNH22-12-H-00134					FARS			70,000.00	Cooperative Agreement
PT-	16-	07-	02-	00	State Match			31,787.50	State of Oklahoma
M3DA-	16-	07-	02-	00	State Match			457,522.38	State of Oklahoma
402 Total								127,150.00	
405c Total								1,830,089.50	
NHTSA Cooperative Agreement								70,000.00	
State Funds Total								489,309.88	
Total All Funds								2,516,549.38	

PAID MEDIA

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, a Twitter account 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 ages 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.

The OHSO actively promotes the "Click It or Ticket" and "Drive Sober or Get Pulled Over" national mobilizations with earned media and support from our Safe Communities groups. Our paid media contractor promotes the mobilizations using the national messaging taglines, unless otherwise directed by the OHSO¹⁵. The contractor is required to report on the number of impressions achieved in each advertising venue.

Assessment of Overall Traffic Safety Impacts of Paid Media Strategies

Utilizing a paid media consultant, evidence-based strategies will be employed to reach audiences statewide with traffic safety messages addressing a number of traffic safety initiatives, including impaired driving (Oklahoma ENDUI program as well as national mobilizations), occupant protection (Click It or Ticket), motorcycle safety, child passenger safety, bicycle/pedestrian safety and distracted driving. Identified markets include sports venues, local programming and support of national mobilization efforts. The program will be designed to reach all seventy-seven counties as set forth in the OHSO Communications Plan, targeting the appropriate audience with an effective message. Using evidence-based strategies and the expertise of the paid media consultant, the impact should aid in decreasing the number and severity of traffic crashes overall.

Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various paid media projects planned for FY2016.

Countermeasure Programs

Paid Media

¹⁵ For the FY2015 and FY2016 impaired driving mobilizations, the ENDUI tagline will be used.

Project Title: Paid Media Education and Awareness

Agency: Jordan Advertising

Project No:	PM-16-02-01-05	Funding Source:	402	Amount:	\$200,000.00
Project No:	M2PE-16-02-01-05	Funding Source:	405(b)	Amount:	\$256,000.00
Project No:	M5PEM-16-02-01-05	Funding Source:	405(d)	Amount:	\$508,000.00
Project No:	M9MA-16-02-01-05	Funding Source:	405(f)	Amount:	\$88,390.42

Primary Project Type: **Total Budget:** \$1,052,390.42

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, distracted driving 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 other educational items related to highway safety messages. Printed materials are distributed free of charge to agencies, businesses and individuals within the state of Oklahoma as well as distributed by OHSO personnel at special events and/or outreach efforts. Requests for educational materials are placed primarily via the OHSO website.

Project Title: Paid Media Sports Marketing

Agency: OHSO – See Paid Media Budget Summary

Project No:	See Budget Summary	Funding Source:	402	Amount:	\$10,000.00
		Funding Source:	405(d)	Amount:	\$435,853.10

Primary Project Type: Paid Media **Total Budget:** \$445,853.10

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, digital/social media, this project is designed to communicate our traffic safety messages as efficiently as possible.

A variety of sports marketing venues and print media 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 to motorcycle safety and/or occupant protection. Sports marketing through appropriate vendors will reach sports fans at the University of Oklahoma, Oklahoma State University, and the OKC Dodgers in FY2016.

With the passage of a texting law this year, funds have been earmarked for a texting law awareness campaign to educate the public on the new law and the dangers of texting and driving.

Budget Summary

Paid Media: Budget Summary								
Project Number						Project Name	Budget	Budget Source
PM-	16-	02-	01-	05	Jordan Advertising	200,000.00	Section 402	
M2PE-	16-	02-	01-	05	Jordan Advertising	256,000.00	Section 405b	
M5PEM-	16-	02-	01-	05	Jordan Advertising	508,000.00	Section 405d	
M9MA-	16-	02-	01-	05	Jordan Advertising	88,390.42	Section 405f	
M5PEM-	16-	02-	03-	02	Oklahoma Publishing Co	200,000.00	Section 405f	
PM-	16-	02-	02-	00	Sports Marketing	10,000.00	Section 402	
M5PEM-	16-	02-	02-	00	Sports Marketing	435,853.10	Section 405f	
PT-	16-	07-	02-	00	State Match	52,500.00	State of Oklahoma	
M2HVE-	16-	07-	02-	00	State Match	64,000.00	State of Oklahoma	
M5HVE-	16-	07-	02-	00	State Match	285,963.28	State of Oklahoma	
M9MT-	16-	07-	02-	00	State Match	22,097.61	State of Oklahoma	
402 Total						210,000.00		
405B Total						256,000.00		
405D Total						1,143,853.10		
405f Total						88,390.42		
State Funds Total						160,695.21		
Total All Funds						1,858,938.73		

**The State Match total shown in the Paid Media Budget Summary does not reflect the total of State CPS funds provided. The difference will be used toward 402 match requirements in other sections. .*

Equipment Requested
OK FY2016 HSP Equipment List

<u>Item</u>	<u>Agency</u>	<u>Project No.</u>	<u>Description</u>	<u>Amount</u>	<u>Qty</u>	<u>Total</u>	<u>Fund</u>	<u>Pg</u>
1	Ada PD	SE-16-03-01-08	Speed Radar Trailer	\$7,200.00	1	\$7,200.00	402	75
2	DPS/OHP	PT-16-05-01-05	CMV Imaging System	\$22,000.00	1	\$22,000.00	402	74
3	DPS/OHP	PT-16-05-01-05	Portable Crash Scene Analyzer	\$26,145.00	3	\$78,435.00	402	74
4	Shawnee PD	SE-16-03-08-10	Speed Radar Trailer	\$7,655.00	1	\$7,655.00	402	75
5	OHSO	PT-16-05-03-00	Driving Simulator	\$10,000.00	1	\$10,000.00	402	74
6	OHSO	PT-16-07-01-00	Motor Vehicle	\$25,000.00	1	\$25,000.00	402	74
TOTAL						\$150,290.00		

JUSTIFICATIONS

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

- Item 1:** Use of speed measurement devices in conjunction with enforcement has been shown to be an effective deterrent to speed violations. Ada PD conducted a seat belt survey in the fall of 2014 with the results showing a 71% seat belt use rate within the City of Ada. It is noted that while Ada is not one of the cities surveyed during the annual OHSO statewide survey, the Southeast Region (which includes Ada) had the lowest overall seat belt use rate compared to the Northeast and West Regions. As home to East Central University, the community experiences a high number of vehicles and young drivers going to and from the university on a daily basis. Pontotoc County is also the county immediately to the south of Pottawatomie County, home of a designated safety corridor. This speed monitor device will be used in conjunction with enhanced traffic enforcement, including the use of a “dummy” officer in a marked unit, to deter speeding violations in those areas determined to be high crash locations within the City of Ada.
- Item 2:** Oklahoma has shown a marked increase in the number of truck and semi-truck crashes over the last few months and, as would be expected, many of these result in personal injury. Currently almost 20% of all CMV drivers who survive a CMV collision are showing positive toxicology for drugs. This equipment will increase the ability of OHP Crash Teams to more accurately and timely investigate, or assist in the investigation of, CMV collisions by allowing a central location to communicate with CMV ECM’s at all thirteen troop crash team locations statewide. This will allow for more timely processing of investigative data needed for enforcement and judicial adjudication purposes.
- Item 3:** The Oklahoma Highway Patrol, as the leading and most experienced crash investigation agency in the State, is often called upon to conduct or assist in conducting collision

investigations involving death or serious injury. To further assist them in their duties, the OHP will deploy one-person-operated SX Robotic Total Stations in Oklahoma City, Tulsa and Lawton so roadways may be marked and opened up for vehicular traffic when serious injury/fatal collisions occur in these large-population and high-traffic-count areas. The robotics will allow one Trooper to return to a scene and collect forensic mapping evidence at a later date/time when traffic is lighter. This will further both NHTSA and FHWA goals for rapid quick clearance and the Traffic Incident Management (TIM) concepts. In addition, officer safety will be enhanced by having one person, rather than two, adjacent to roadways. The robotics allow the mapping Trooper to enter the roadway under safer conditions and map forensic evidence by a data collector attached to the prism pole while the robotics station follows the Trooper around the crash site.

- Item 4:** Use of speed measurement devices in conjunction with enforcement has been shown to be an effective evidence-based deterrent to speed violations. Shawnee PD is the largest city and county seat of Pottawatomie County. It is also home to Oklahoma Baptist University which contributes to a significant number of students driving to and from the city each day. This area of Pottawatomie County was previously designated as a high crash corridor, resulting in the formation of the Pottawatomie County Safety Corridor running directly through the City of Shawnee. Shawnee PD and Pottawatomie County Sheriff's Office are the primary LE agencies within the designated corridor. In the 2016 OHSO Problem Identification, the City of Shawnee ranked in the top tier of KAB crashes overall as well as the top tier of Unsafe Speed crashes. This speed monitor device will be used in conjunction with enhanced traffic enforcement to deter speeding violations in those areas determined to be high crash locations within the City of Shawnee.
- Item 5:** As an additional tool in combating impaired driving and distracted driving, the OHSO will purchase a Distracted/Impaired Driving Simulator. This simulator, utilizing sophisticated computer software and hardware, provides a state-of-the-art interactive driving simulation that shows participants the grim reality of destructive decisions. This simulator program addresses the very real and often fatal consequences of poor choices made while driving under the influence or distracted. This equipment will be utilized and maintained by the Oklahoma County Sheriff's Office Project Deputy as part of his/her statewide traffic safety education program (see Oklahoma County Impaired Driving Education and Enforcement, Alcohol/Impaired Driving program area, PT-16-03-16-09).
- Item 6:** In order to be able to achieve its' stated purpose and goals and properly carry out assigned duties and responsibilities to such end, OHSO personnel must often travel to and from various locations and venues statewide on a day by day basis. OHSO currently has one new vehicle purchased last year, two vehicles purchased several years ago and one older model used pool vehicle assigned by DPS. This is the second year of a five-year vehicle rotation schedule to replace older vehicles with newer, more fuel-efficient, vehicles to be used by OHSO staff members in work-related duties. Retired vehicles will be disposed of in accordance with State procurement laws and DPS Policy and Procedure. Any proceeds from the disposal of vehicles purchased with Federal funds will be returned to OHSO for use in Federally funded grant programs.

Appendices

Appendix A to Part 1200 – Certifications and Assurances

Appendix B – Attitude and Awareness 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: **2016**

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 crashes 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).

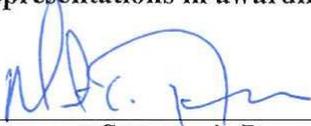
(23 U.S.C. 402(b)(1)(F))

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, 2015

Background and Methodology

In order to comply with the National Highway Traffic Safety Administration (NHTSA), the Oklahoma Highway Safety Office (OHSO) and Jordan Advertising commission an annual 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, in 2014 the survey was conducted in later May, and this year it was conducted in late May and early June, 2015.

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, May 20-25, 2014, and May 26 to June 3, 2015. Each year, a target of five hundred respondents are randomly selected from across Oklahoma and asked to complete a short online survey about driving behavior and awareness (margin of error = $\pm 4.38\%$). In 2015, 500 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
2015		500	Online

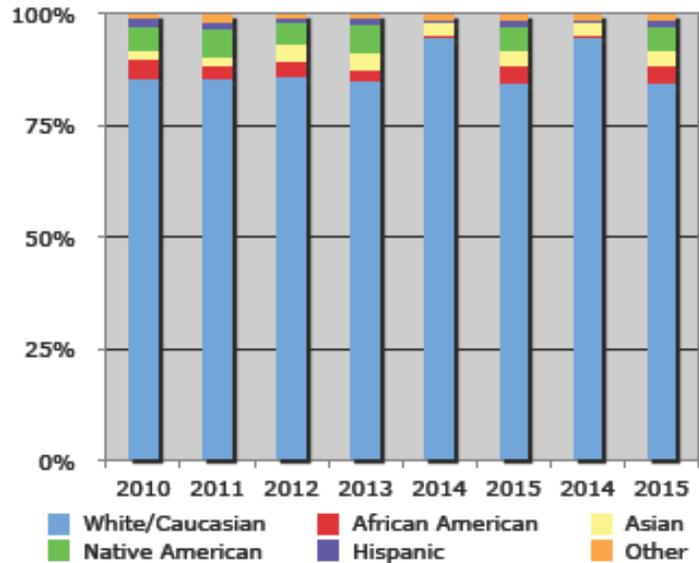
*In an online survey methodology, the web portal is open until the target number of respondents is collected. When more than 500 respondents are shown as having completed surveys, it is because there were active surveys being completed when the target number was reached. Rather than shut the web portal 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 are collected, compiled, tabulated and analyzed by Kimberling Consulting, Inc. What follows are the results of that survey for the 2015 wave, with comparison to the data collected annually in waves conducted 2010 - 2014 waves where appropriate.

2015 Demographics

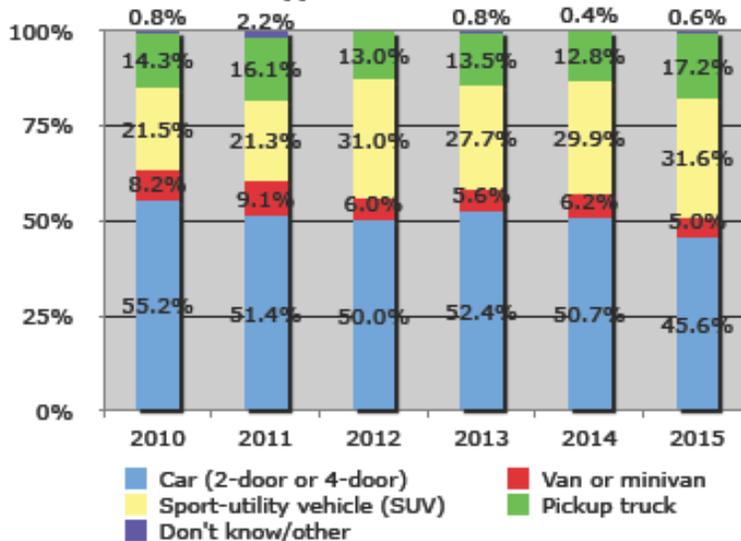
Respondents to the randomly sampled population of Oklahoma drivers accurately reflect the overall demographic profile of the state. The gender breakdown of respondents in 2015 is within the margin of error of the gender profile of the state of Oklahoma: 49.8% of respondents are male and 50.2% are female. Racial distributions are also as expected for the state, as seen in the figure.

Race Distribution



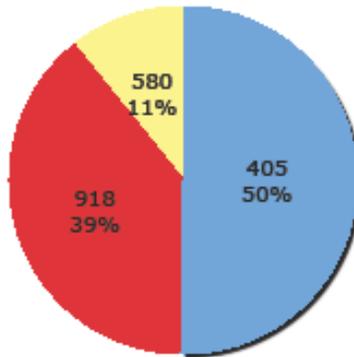
Among respondents, less than half (45.6%) report driving a 2- or 4-door car most of the time, which is the first time since the inception of data collection that this value has fallen below fifty percent. Those who report driving a van or minivan also dropped to an all time low of five percent, whereas the SUV drivers reached an all-time high of 31.6% (perhaps

Type of Vehicle Driven



due to recent low gasoline prices across the state). Pickup truck drivers also hit a maximum value of 17.2%, almost five percentage points higher than reported in 2014, again most likely attributable to low gas prices. The 2015 data do not represent any significant departures from past year's statistics regarding demographics; including race, gender, and area code reported.

2015 Area Code Distribution

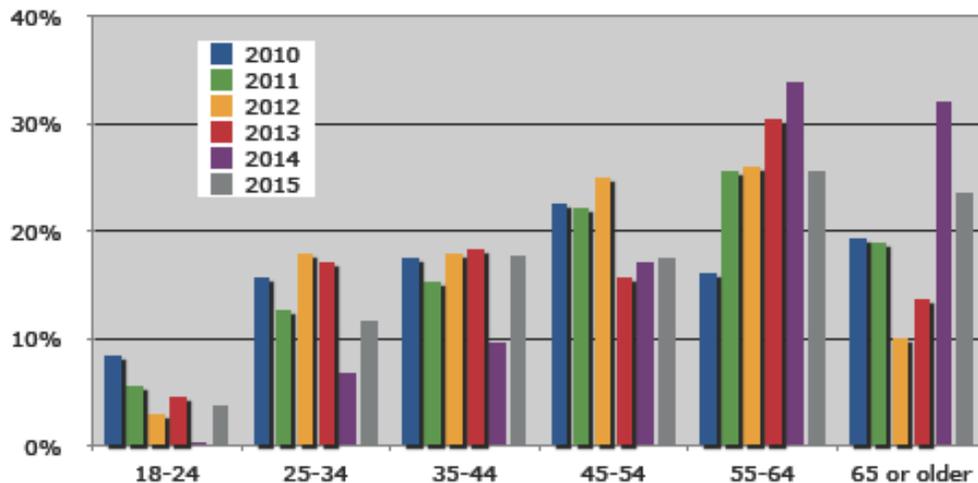


*Nota bene: Due to the fact that increasing members of the population are using cellular phones as their main phone, and these phone numbers are portable to the cellular subscriber, area code data is not as meaningful as it has been in past years to classify location of respondent.

As with the 2014 data, this year's age data is skewed to the left, but not as dramatically as in 2014. While there are higher percentages of those in the 55-64 age group, and in the 65 or older age group, the numbers are not as high or dramatic as in 2014, and are more in line with the actual age distributions of both the state of Oklahoma, and national distributions.

The pattern continues that younger drivers (those in the 18-24 and 25-34 years of age categories, collapsed for this analysis into one group representing 18-34 years of age for cross tabulation purposes) 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). This year (2015), the age data rebounded with the younger categories showing increases: 3.8% are 18-24, 11.6% are 25-34, 17.8% are 35-44, 17.6% are 45-54, 25.6% are 55-64, and 23.6% report being 65 years of age or older.

Age Demographic, 2010 - 2015



©Kimberling Consulting, Inc.

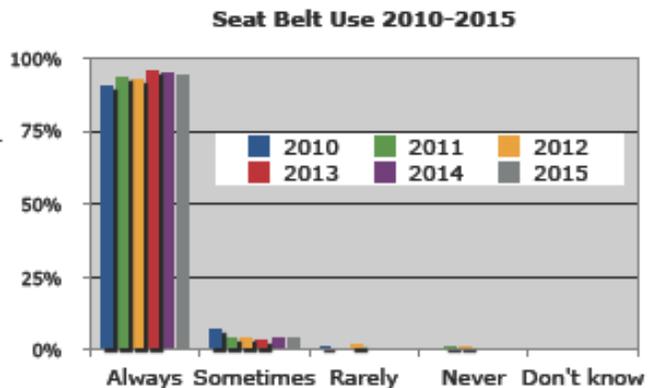
2015

As mentioned in 2014, these shifts in age distribution could be due to various factors, especially the skewed data observed in 2014. 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 was probably *not* the case in the 2014 sample as the remaining demographics (gender, race, type of vehicle driven) were within the margin of error of past year's demographic distribution. (One would expect that, statistically, if the age distribution is "rogue," then other demographics would be significantly "off" as well. In a true rogue sample, very rarely is only one demographic variable statistically significantly different from that of the population.) 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, with more and more adults and older adults (54 and over) using computers with increasing facility. Older respondents - typically considered retired - have more time to complete surveys than those actively engaged in the workforce. This year (2015) shows more even, steadier, and expected frequencies of age distribution.

Seat Belt Use and Attitudes

Seat belt use has not deviated much at all from year to year. The vast majority of Oklahomans report always wearing their seatbelt when they drive or ride in a vehicle, with minuscule percentages reporting they rarely or never wear their safety restraint.

Reported seat belt use remains very high. Nearly every respondent (94.8%) reports wearing a seatbelt "always" when driving or riding in a motor vehicle, with 4.2% reporting "sometimes" usage. As in past years, nearly all respondents (99%) reported wearing a seat belt when the "always" and "sometimes" categories are collapsed together.



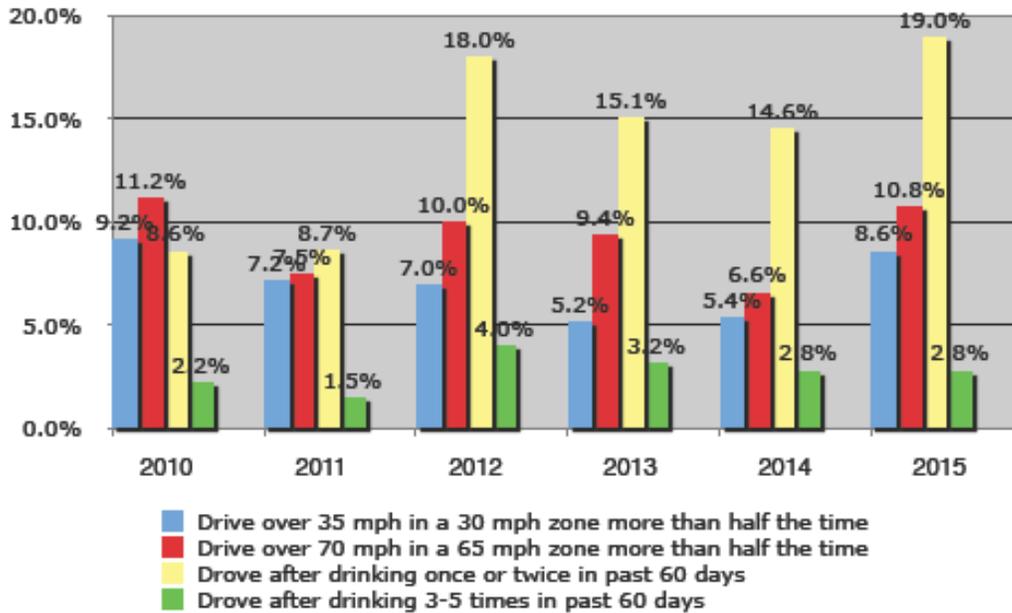
There are no significant differences in seat belt use across the various age or gender breakdowns, as seen in the table below.

Seat Belt Use 2015	Gender		Age		
	Male	Female	18-34	35-54	55+
Always	94.4%	95.2%	89.6%	95.5%	95.9%
Sometimes	4.8%	3.6%	7.8%	3.4%	3.7%
Rarely/Never	0.8%	1.2%	2.6%	1.2%	0.4%

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 in the past 60 days, or who reports driving more than five miles over the posted speed limit more than half of the time (see figure below).

Risky Driving Behavior



With the exception of "habitual" drinking and driving (which I will define as driving after drinking 3 or more times in the past 60 days - the green bars in the above figure), risky driving behavior is up across the board from 2014. Those reporting driving after drinking 3-5 times in the past sixty days has remained steady at 2.8% from 2014 to 2015.

This survey was put into the field the Tuesday after Memorial Day in 2015, which could explain some of the drinking and driving behavior, as some respondents might have operated a motor vehicle after drinking on Memorial Day. The reported behavior of driving after drinking one or two times in the past sixty days was up almost five percentage points from 2014 (14.6% to 19%), and represents an all time high since the survey started, and more than double the respondents who reported this behavior than in 2010. In some past survey years, 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. Driving more than 70 mph in a speed zone marked 65 mph behavior also increased since 2014 by more than 4 points (6.6% to 10.8%).

In 2015, a new question was added to the survey to assess use of cellular devices while driving. This new question asks if respondents have used a hands-free device or a hand-held device to speak on the phone, or if he or she has ever used that device to check or respond to emails, texts, or social media, or if they have used any of the camera or video features on their cellular device, all while operating a motor vehicle. (Respondents were permitted to select more than one choice, so percentages will not sum to 100%.) The initial data are shown in the tables and figures below.

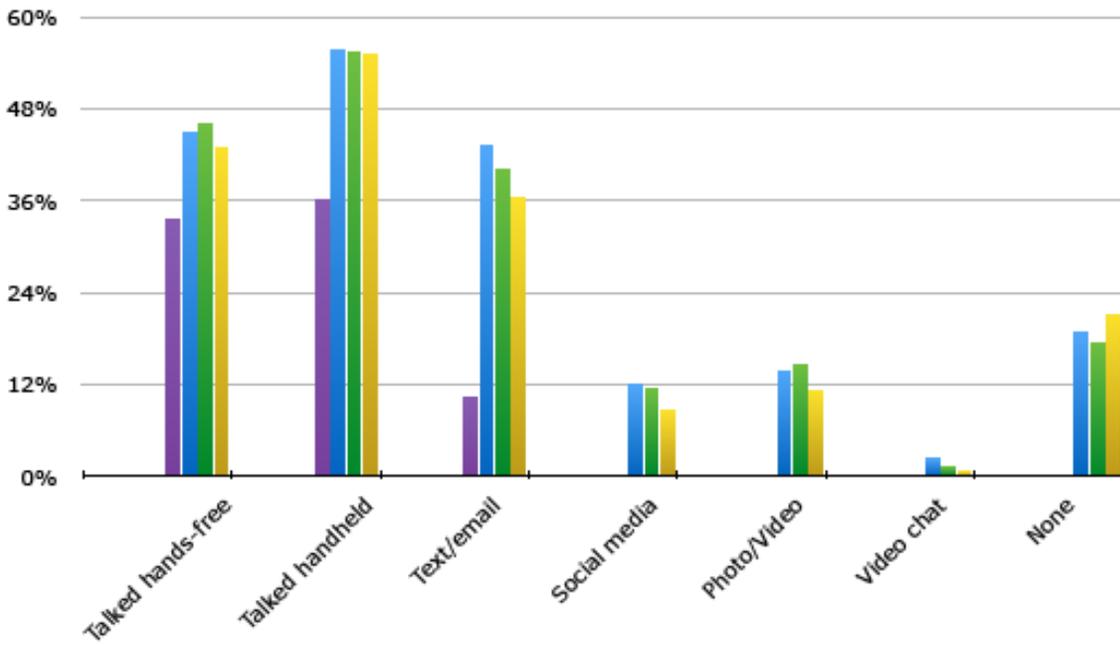
USE OF CELLULAR DEVICE WHILE DRIVING	2015
Talked on a hands-free phone	38.4%
Talked on a handheld phone	46.0%
Sent, read or responded to a text message or email	24.0%
Checked or updated social media (Facebook, Instagram, SnapChat, Twitter, etc.) on a cellular device	5.6%
Used a cellular device to take a photo or video	6.4%
Video chat or FaceTime on a cellular device	0.8%
None of the above	31.0%

While nearly a third of respondents (31%) report having *never* used a cellular device while driving in the past month (talked, texted, or used photographic applications), almost a quarter (24%) are reporting having used a cellular device's writing function (text or email), 5.6% have used one to check in on social media of some kind, and more than seven percent have used some kind of photography while driving (either to chat via "FaceTime" or to take a photo or video).

Males are slightly more likely (less than two points) than females to talk on a hands-free phone while driving, but females are more than ten points more likely than males to talk on a *handheld* device. Females are also more guilty than males of using some kind of writing feature on a cell phone to text or email (almost 30% compared to 18.1%), to check in on social media (nearly four times as likely as males), and to use a photo application (almost ten percentage points more likely than males).

Those in the "older" age category (55 years and older) are less likely than the "younger" (18-34 years) and "middle" (35-54 years) age groups to speak on the phone while driving, either handheld or hands-free. More than half of the younger age category have used the texting/email feature (55.8%), compared to only 10.6% of the older age category. Almost a quarter of the younger age group have taken a photo or video while driving in the past month (23.4%). Of the age categories, the younger age category is *least* likely to report having participated in none of the cellular device activities in the past month. The table and figure below summarize these data.

Cellular Device Use

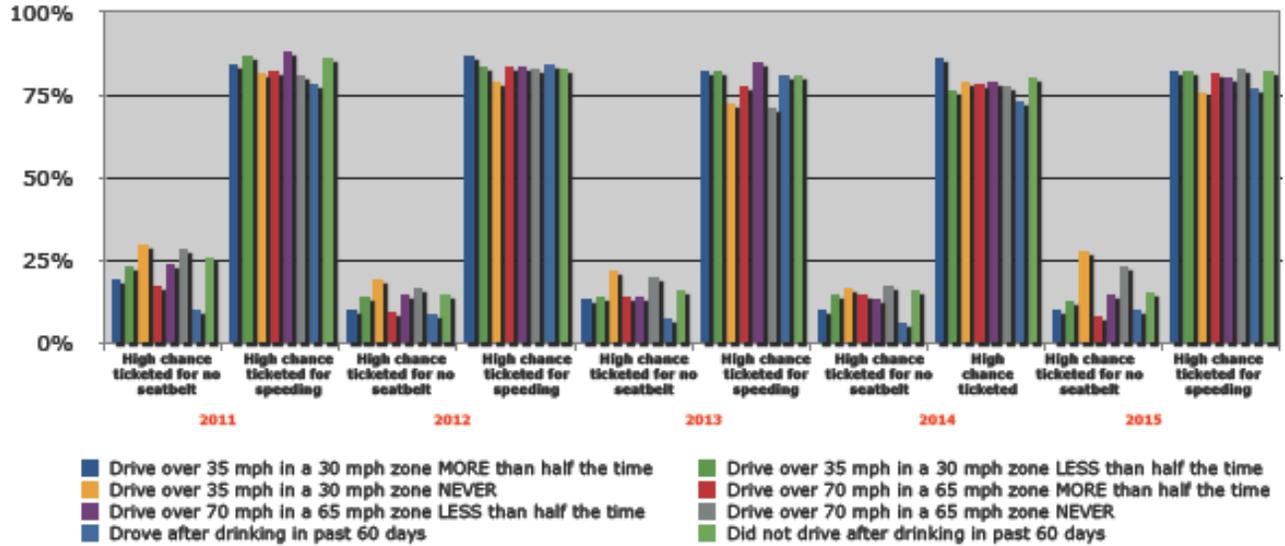


As shown in the table and figure below, as risky driving behavior *decreases*, perception of penalty for receiving a ticket for not wearing a seatbelt *increases*. In other words, the pattern holds that the less a person is likely to say they drive over the speed limit, the more likely they are to believe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

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.

Perception of Risk of Receiving Ticket Based on Personal Driving Behavior										
	2011		2012		2013		2014		2015	
	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%	9.8%	82.0%
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%	12.6%	82.1%
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%	27.5%	75.4%
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%	8.0%	81.8%
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%	14.6%	80.6%
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%	22.9%	82.9%
Drove after drinking in past 60 days	10.0%	78.3%	9.1%	84.2%	7.7%	80.8%	6.2%	73.2%	9.8%	77.3%
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%	15.4%	82.5%

Risky Driving Versus Perception of Risk

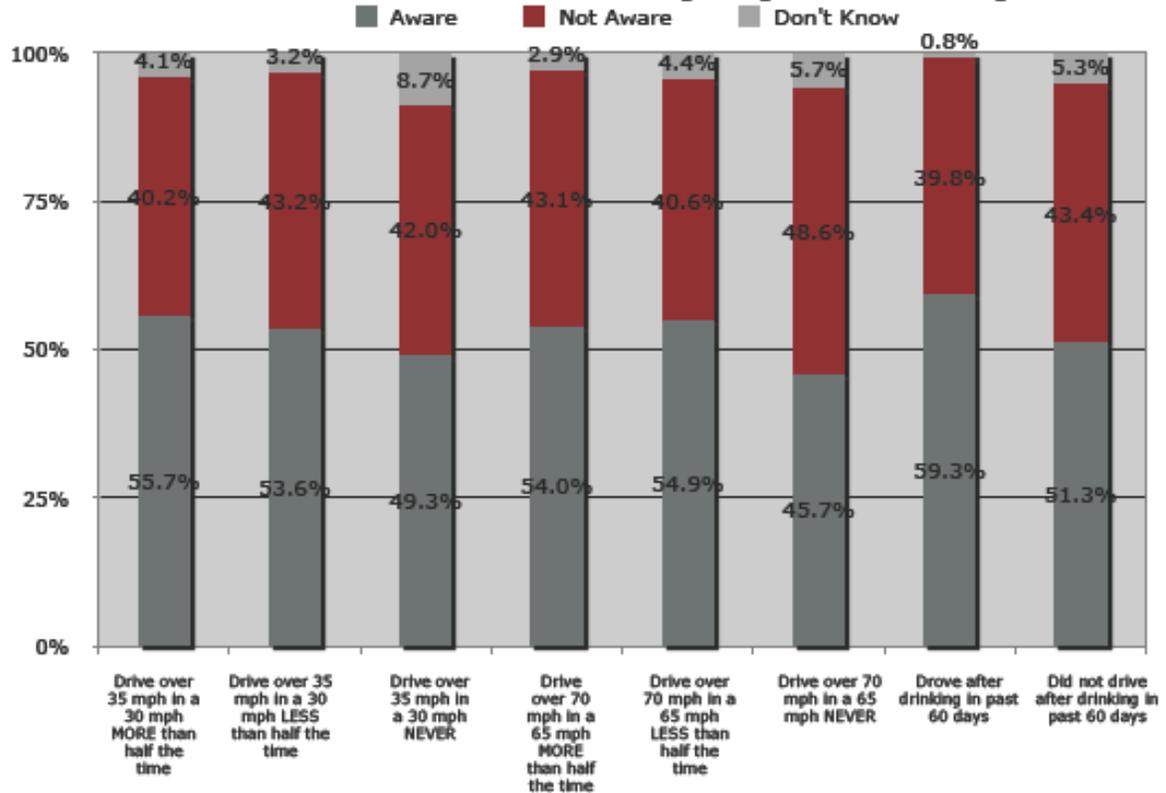


Awareness of Law Enforcement Efforts Regarding Influenced Driving

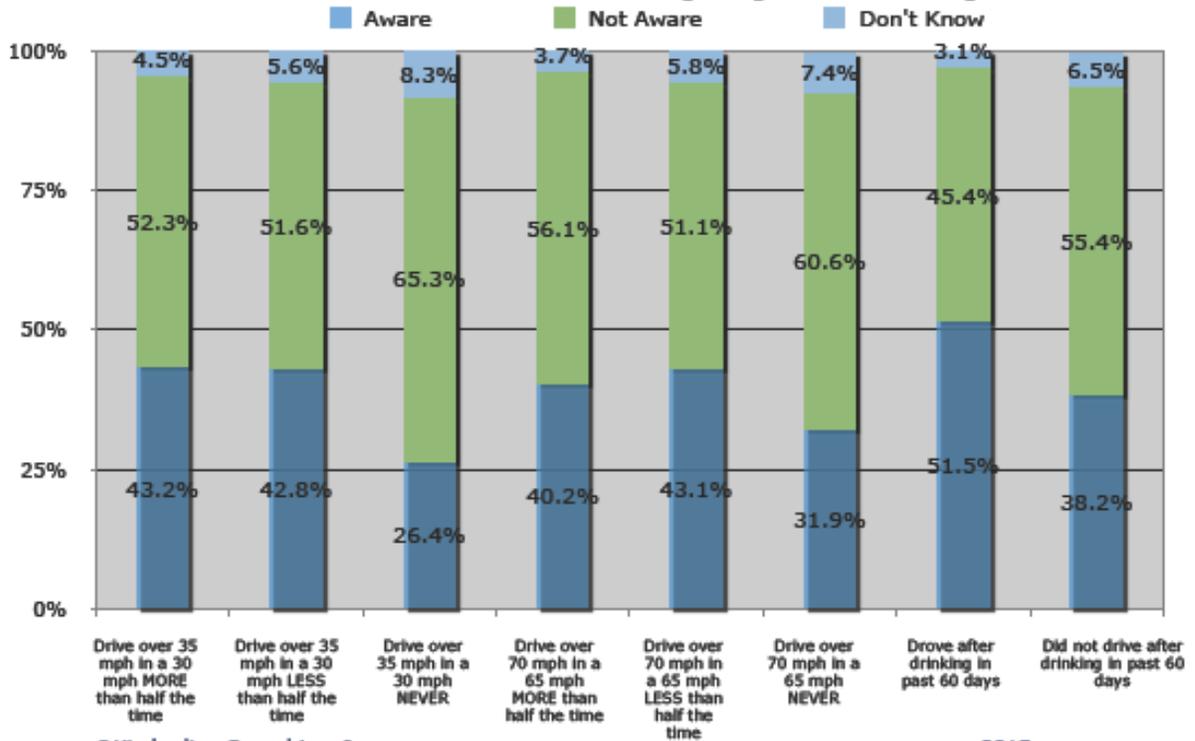
When looking again at the pattern of risky driving behavior and perceptions of law enforcement messages or efforts to reduce alcohol-influenced driving, there are interesting patterns. First of all, those who reported having operated a motor vehicle after having at least one drink in the past 60 days 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 2015. Again, this data was collected starting the day after Memorial Day, a time of year when messages regarding influenced driving increase, so noting the increases in awareness over time, and especially when comparing 2014 to 2015 data is not surprising given the timing of data collection (earlier data is included at the end of this report).

Aware of Driving Under the Influence Reduction Efforts by Law Enforcement					
	2011	2012	2013	2014	2015
Drive over 35 mph in a 30 mph zone MORE than half the time	46.6%	62.2%	41.8%	43.2%	55.7%
Drive over 35 mph in a 30 mph zone LESS than half the time	54.8%	63.4%	53.5%	42.8%	53.6%
Drive over 35 mph in a 30 mph zone NEVER	52.1%	56.1%	44.4%	26.4%	49.3%
Drive over 70 mph in a 65 mph zone MORE than half the time	46.8%	64.7%	47.3%	40.2%	54.0%
Drive over 70 mph in a 65 mph zone LESS than half the time	55.6%	62.2%	54.9%	43.1%	54.9%
Drive over 70 mph in a 65 mph zone NEVER	51.1%	58.4%	38.2%	31.9%	45.7%
Drove after drinking in past 60 days	56.7%	70.0%	62.5%	51.5%	59.3%
Did not drive after drinking in past 60 days	52.1%	59.8%	47.5%	38.2%	51.3%

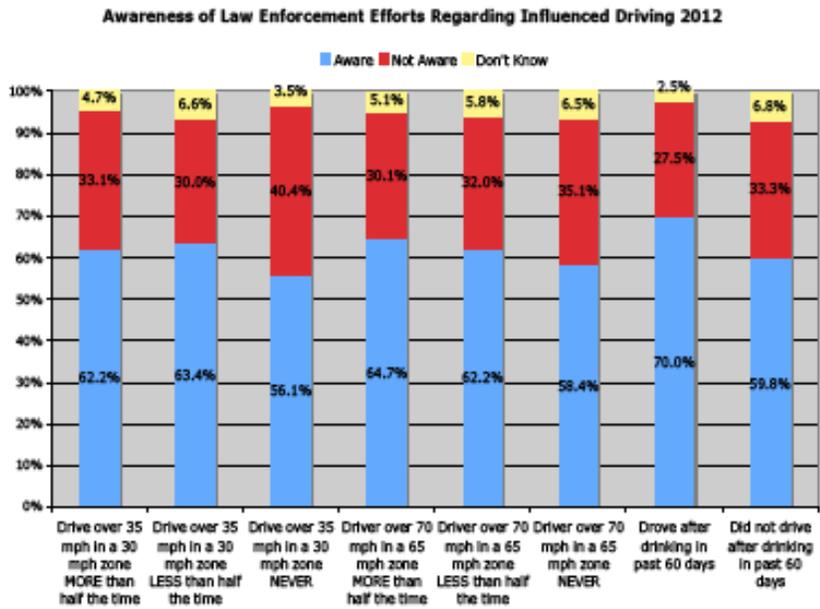
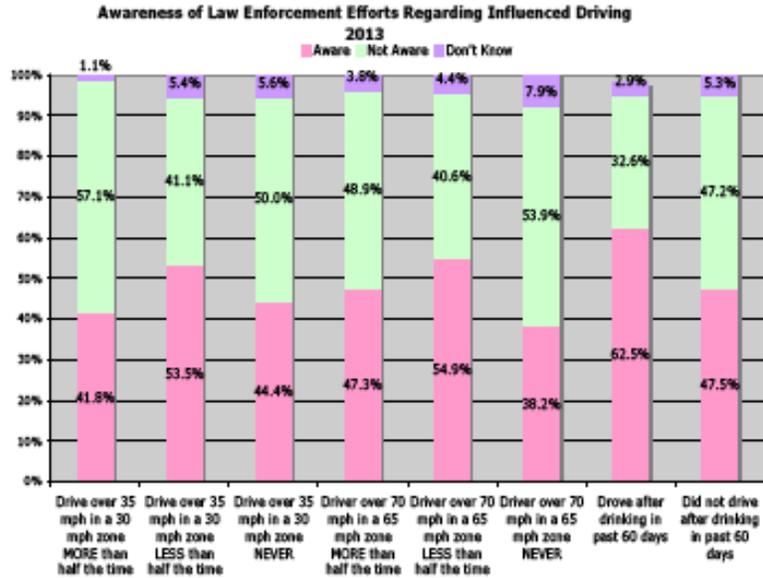
Awareness of Law Enforcement Efforts Regarding Influenced Driving 2015



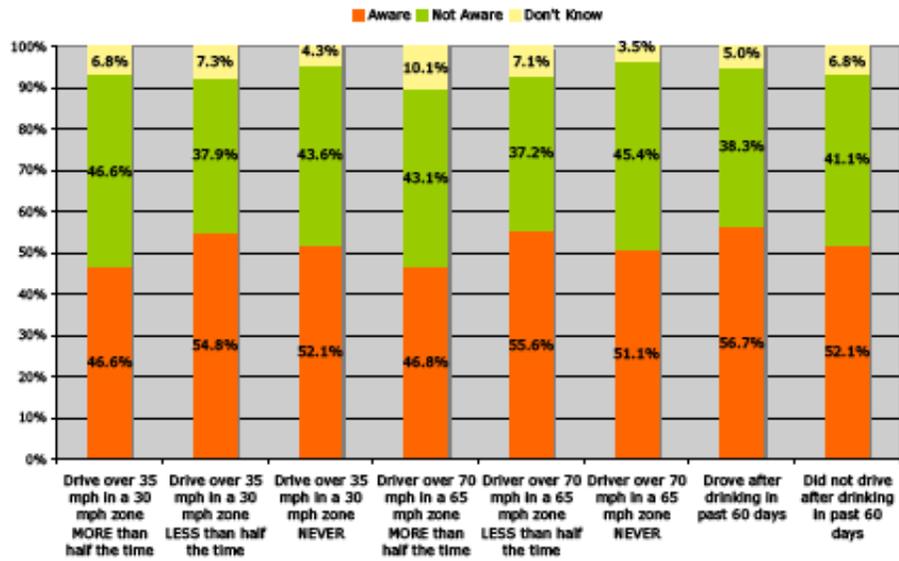
Awareness of Law Enforcement Efforts Regarding Influenced Driving 2014



For the most part, there have been no significant changes in data patterns in the past six survey cycles (2010 - 2015). Data will continually be tracked in the future to determine if any changes arise, or if trending patterns hold steady.



Awareness of Law Enforcement Efforts Regarding Influenced Driving 2011



HIGHWAY SAFETY PLAN COST SUMMARY - OKLAHOMA
U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2016 HSP-1

Program Area	Project	Description	State Funds	Current Balance	Share to Local
NHTSA					
NHTSA 402					
Planning and Administration					
	PA-2016-07-01-00	Planning & Administration	\$297,214.00	\$297,214.00	\$.00
Planning and Administration Total			\$297,214.00	\$297,214.00	\$.00
Alcohol					
	AL-2016-02-02-16	Norman PD - DRE	\$.00	\$71,000.00	\$63,900.00
	AL-2016-03-01-01	Anadarko PD	\$.00	\$15,000.00	\$15,000.00
	AL-2016-03-02-15	Bixby PD	\$.00	\$23,000.00	\$23,000.00
	AL-2016-03-03-05	Catoosa PD	\$.00	\$24,500.00	\$24,500.00
	AL-2016-03-04-18	Edmond PD	\$.00	\$17,000.00	\$17,000.00
	AL-2016-03-05-12	Enid PD	\$.00	\$32,800.00	\$32,800.00
	AL-2016-03-06-08	Kay County SO	\$.00	\$20,152.00	\$20,152.00
	AL-2016-03-07-07	Logan County SO	\$.00	\$20,000.00	\$20,000.00
	AL-2016-03-08-13	Midwest City PD	\$.00	\$12,000.00	\$12,000.00
	AL-2016-03-09-02	Mustang PD	\$.00	\$26,500.00	\$26,500.00
	AL-2016-03-10-08	Norman PD	\$.00	\$43,200.00	\$43,200.00
	AL-2016-03-11-12	Oklahoma City PD	\$.00	\$134,377.00	\$134,377.00
	AL-2016-03-12-09	Oklahoma County SO	\$.00	\$100,000.00	\$100,000.00
	AL-2016-03-13-11	Owasso PD	\$.00	\$10,000.00	\$10,000.00
	AL-2016-03-14-01	Rogers County SO	\$.00	\$20,100.00	\$20,100.00
	AL-2016-03-15-13	Sand Springs PD	\$.00	\$30,000.00	\$30,000.00
	AL-2016-03-16-09	Tulsa County SO	\$.00	\$106,000.00	\$106,000.00

**U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2016 HSP-1**

Program Area	Project	Description	State Funds	Current Balance	Share to Local
	AL-2016-03-17-09	Tulsa PD	\$.00	\$82,000.00	\$82,000.00
	AL-2016-04-01-00	PI&E	\$.00	\$21,500.00	\$.00
	AL-2016-05-01-03	DMHSAS	\$.00	\$58,370.00	\$.00
	AL-2016-05-02-08	OSU PD	\$.00	\$92,381.00	\$.00
	AL-2016-07-01-00	Program Area Management	\$.00	\$235,362.00	\$.00
Alcohol Total			\$.00	\$1,195,242.00	\$780,529.00
Motorcycle Safety					
	MC-2016-05-01-05	Nat'l Guard Motorcycle Safety Prog.	\$.00	\$5,000.00	\$.00
	MC-2016-07-01-00	Program Area Management	\$.00	\$51,241.00	\$.00
	MC-2016-07-02-00	State Match	\$14,060.25	\$.00	\$.00
Motorcycle Safety Total			\$14,060.25	\$56,241.00	\$.00
Occupant Protection					
	OP-2016-02-01-02	DCCCA	\$.00	\$70,847.00	\$.00
	OP-2016-02-02-16	St Francis - Tulsa Area Safe Kids	\$.00	\$20,000.00	\$.00
	OP-2016-03-01-05	Catoosa PD	\$.00	\$20,000.00	\$20,000.00
	OP-2016-03-02-05	Creek County SO	\$.00	\$19,400.00	\$19,400.00
	OP-2016-03-03-12	Enid PD	\$.00	\$49,200.00	\$49,200.00
	OP-2016-03-04-12	Oklahoma City PD	\$.00	\$110,286.00	\$110,286.00
	OP-2016-03-05-09	Oklahoma County SO	\$.00	\$101,000.00	\$101,000.00
	OP-2016-03-06-12	Purcell PD	\$.00	\$24,000.00	\$24,000.00
	OP-2016-03-07-13	Sand Springs PD	\$.00	\$20,000.00	\$20,000.00
	OP-2016-04-01-00	PI&E	\$.00	\$5,000.00	\$.00
	OP-2016-05-01-00	Seat Belt/Pickups/Child Passenger Survey	\$.00	\$84,126.00	\$.00

U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2016 HSP-1

Program Area	Project	Description	State Funds	Current Balance	Share to Local
	OP-2016-07-01-00	Program Area Management	\$.00	\$124,521.00	\$.00
Occupant Protection Total			\$.00	\$648,380.00	\$343,886.00
Pedestrian/Bicycle Safety					
	PS-2016-02-01-02	Indian Nations Council of Govt	\$.00	\$36,900.00	\$.00
Pedestrian/Bicycle Safety Total			\$.00	\$36,900.00	\$.00
Police Traffic Services					
	PT-2016-03-01-03	Alva PD	\$.00	\$10,000.00	\$10,000.00
	PT-2016-03-02-01	Apache PD	\$.00	\$10,000.00	\$10,000.00
	PT-2016-03-03-15	Bixby PD	\$.00	\$32,000.00	\$32,000.00
	PT-2016-03-04-16	Broken Arrow PD	\$.00	\$78,800.00	\$78,800.00
	PT-2016-03-05-08	Calera PD	\$.00	\$24,000.00	\$24,000.00
	PT-2016-03-06-03	Drumright PD	\$.00	\$20,000.00	\$20,000.00
	PT-2016-03-07-13	Durant PD	\$.00	\$48,750.00	\$48,750.00
	PT-2016-03-09-06	Kiowa County SO	\$.00	\$14,340.00	\$14,340.00
	PT-2016-03-10-05	Lincoln County SO	\$.00	\$45,600.00	\$45,600.00
	PT-2016-03-11-08	Madill PD	\$.00	\$23,000.00	\$23,000.00
	PT-2016-03-12-07	McAlester PD	\$.00	\$41,000.00	\$41,000.00
	PT-2016-03-13-01	McCurtain County SO	\$.00	\$19,175.00	\$19,175.00
	PT-2016-03-14-01	McLoud PD	\$.00	\$10,000.00	\$10,000.00
	PT-2016-03-15-08	Norman PD	\$.00	\$35,500.00	\$35,500.00
	PT-2016-03-16-09	Oklahoma County SO	\$.00	\$130,500.00	\$130,500.00
	PT-2016-03-17-11	Owasso PD	\$.00	\$59,000.00	\$59,000.00
	PT-2016-03-18-09	Ponca City PD	\$.00	\$40,500.00	\$40,500.00

**U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2016 HSP-1**

Program Area	Project	Description	State Funds	Current Balance	Share to Local
	PT-2016-03-19-06	Pottawatomie County SO	\$.00	\$43,100.00	\$43,100.00
	PT-2016-03-20-14	Tahlequah PD	\$.00	\$17,000.00	\$17,000.00
	PT-2016-03-21-04	Tuttle PD	\$.00	\$13,000.00	\$13,000.00
	PT-2016-03-22-06	Warr Acres PD	\$.00	\$14,470.00	\$14,470.00
	PT-2016-03-99-00	Mobilization Incentives	\$.00	\$66,000.00	\$66,000.00
	PT-2016-04-01-00	PI&E	\$.00	\$10,500.00	\$.00
	PT-2016-05-01-05	DPS - OHP- Crash Team	\$.00	\$121,800.00	\$.00
	PT-2016-05-02-09	DPS - OHP - IDLs	\$.00	\$423,655.00	\$.00
	PT-2016-05-03-00	Driving Simulator	\$.00	\$10,000.00	\$.00
	PT-2016-05-04-15	OACP - LE Challenge	\$.00	\$50,000.00	\$.00
	PT-2016-05-05-12	OU Conference Pros	\$.00	\$100,000.00	\$.00
	PT-2016-07-01-00	Program Area Management	\$.00	\$238,154.00	\$.00
	PT-2016-07-02-00	State Match	\$1,117,551.25	\$.00	\$.00
Police Traffic Services Total			\$1,117,551.25	\$1,749,844.00	\$795,735.00
Traffic Records					
	TR-2016-05-01-00	UCO - Data Analysis	\$.00	\$22,000.00	\$.00
	TR-2016-07-01-00	Program Area Management	\$.00	\$105,150.00	\$.00
Traffic Records Total			\$.00	\$127,150.00	\$.00
Driver Education					
	DE-2016-02-01-02	Educational Alternatives	\$.00	\$83,780.00	\$.00
	DE-2016-02-02-06	OK Safety Council	\$.00	\$43,000.00	\$.00
	DE-2016-05-01-04	DPS - QA Coordinator	\$.00	\$28,084.00	\$.00
Driver Education Total			\$.00	\$154,864.00	\$.00

U. S. Department of Transportation National Highway Traffic Safety Administration
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Program Area	Project	Description	State Funds	Current Balance	Share to Local
Railroad/Highway Crossings					
	RH-2016-02-01-12	OK Operation Lifesaver	\$.00	\$38,500.00	\$.00
Railroad/Highway Crossings Total			\$.00	\$38,500.00	\$.00
Speed Enforcement					
	SE-2016-03-01-08	Ada PD	\$.00	\$29,800.00	\$29,800.00
	SE-2016-03-02-13	Bethany PD	\$.00	\$38,230.00	\$38,230.00
	SE-2016-03-03-18	Edmond PD	\$.00	\$65,000.00	\$65,000.00
	SE-2016-03-04-03	Idabel PD	\$.00	\$13,100.00	\$13,100.00
	SE-2016-03-05-13	Midwest City PD	\$.00	\$30,000.00	\$30,000.00
	SE-2016-03-06-03	Perkins PD	\$.00	\$20,000.00	\$20,000.00
	SE-2016-03-07-15	Sapulpa PD	\$.00	\$50,385.00	\$50,385.00
	SE-2016-03-08-10	Shawnee PD	\$.00	\$40,690.00	\$40,690.00
	SE-2016-03-09-06	Tecumseh PD	\$.00	\$22,120.00	\$22,120.00
Speed Enforcement Total			\$.00	\$309,325.00	\$309,325.00
Paid Advertising					
	PM-2016-02-01-05	Jordan Advertising	\$.00	\$200,000.00	\$.00
	PM-2016-02-02-00	Sports Marketing	\$.00	\$10,000.00	\$.00
Paid Advertising Total			\$.00	\$210,000.00	\$.00
NHTSA 402 Total			\$1,428,825.50	\$4,823,660.00	\$2,229,475.00
MAP 21 405b OP Low					
	M2HVE-2016-03-01-10	DPS - OHP	\$.00	\$219,855.16	\$.00
	M2HVE-2016-07-01-00	DPS - OHP - HVE Coordinator	\$.00	\$89,930.00	\$.00
	M2HVE-2016-07-02-00	State Match	\$209,057.79	\$.00	\$.00
405b Low HVE Total			\$209,057.79	\$309,785.16	\$.00

**U. S. Department of Transportation National Highway Traffic Safety Administration
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Program Area	Project	Description	State Funds	Current Balance	Share to Local
405b Low Training					
	M2TR-2016-02-01-18	Safe Kids OK	\$.00	\$32,593.00	\$.00
	M2TR-2016-02-02-16	St Francis - Tulsa Area Safe Kids	\$.00	\$34,396.00	\$.00
405b Low Training Total			\$.00	\$66,989.00	\$.00
405b Low Public Education					
	M2PE-2016-02-01-05	Jordan Advertising	\$.00	\$256,000.00	\$.00
405b Low Public Education Total			\$.00	\$256,000.00	\$.00
405b Low Community CPS Services					
	M2CPS-2016-02-01-18	Safe Kids OK	\$.00	\$100,000.00	\$.00
	M2CPS-2016-02-02-16	St Francis - Tulsa Area Safe Kids	\$.00	\$74,446.00	\$.00
405b Low Community CPS Services Total			\$.00	\$174,446.00	\$.00
405b Low CSS Purchase/Distribution					
	M2CSS-2016-02-01-18	Safe Kids OK	\$.00	\$17,407.00	\$.00
	M2CSS-2016-02-02-16	St Francis - Tulsa Area Safe Kids	\$.00	\$11,604.00	\$.00
405b Low CSS Purchase/Distribution Total			\$.00	\$29,011.00	\$.00
MAP 21 405b OP Low Total			\$209,057.79	\$836,231.16	\$.00
MAP 21 405c Data Program					
	M3DA-2016-05-01-09	DPS - Traffic Records Support	\$.00	\$138,000.00	\$.00
	M3DA-2016-05-02-03	DPS - OHP PARIS/Enforcement Planner	\$.00	\$97,356.36	\$.00
	M3DA-2016-06-01-01	DPS - DUI Tracking Database	\$.00	\$200,000.00	\$.00
	M3DA-2016-06-02-10	OU, Brd of Regents-PARIS/Software Dev	\$.00	\$379,128.00	\$.00
	M3DA-2016-06-03-13	OU, Brd of Regents - Safe T	\$.00	\$88,877.00	\$.00
	M3DA-2016-07-01-00	Data Projects/PARIS - TBD by TR Council	\$.00	\$926,728.14	\$.00

**U. S. Department of Transportation National Highway Traffic Safety Administration
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Program Area	Project	Description	State Funds	Current Balance	Share to Local
	M3DA-2016-07-02-00	State Match	\$457,522.38	\$.00	\$.00
405c Data Program Total			\$457,522.38	\$1,830,089.50	\$.00
MAP 21 405c Data Program Total			\$457,522.38	\$1,830,089.50	\$.00
MAP 21 405d Impaired Driving Mid					
	M5HVE-2016-03-01-10	DPS - OHP	\$.00	\$694,000.00	\$.00
	M5HVE-2016-03-02-13	Lawton PD	\$.00	\$100,000.00	\$.00
	M5HVE-2016-07-02-00	State Match	\$703,212.53	\$.00	\$.00
405d Mid HVE Total			\$703,212.53	\$794,000.00	\$.00
405d Mid ID Coordinator					
	M5IDC-2016-07-01-00	DPS - OHP - Impaired Driving Coordinator	\$.00	\$155,240.00	\$.00
405d Mid ID Coordinator Total			\$.00	\$155,240.00	\$.00
405d Mid Court Support					
	M5CS-2016-02-01-05	East Central University	\$.00	\$121,563.00	\$.00
405d Mid Court Support Total			\$.00	\$121,563.00	\$.00
405d Mid BAC Testing/Reporting					
	M5BAC-2016-05-01-08	OSBI	\$.00	\$190,495.00	\$.00
405d Mid BAC Testing/Reporting Total			\$.00	\$190,495.00	\$.00
405d Mid Paid/Earned Media					
	M5PEM-2016-02-01-05	Jordan Advertising	\$.00	\$508,000.00	\$.00
	M5PEM-2016-02-02-00	Sports Marketing	\$.00	\$435,853.10	\$.00
	M5PEM-2016-02-03-02	Oklahoma Publishing Co	\$.00	\$200,000.00	\$.00
405d Mid Paid/Earned Media Total			\$.00	\$1,143,853.10	\$.00
405d Mid Training					
	M5TR-2016-02-01-13	District Atty's Council	\$.00	\$190,000.00	\$.00

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Program Area	Project	Description	State Funds	Current Balance	Share to Local
	M5TR-2016-02-04-15	OACP	\$.00	\$68,047.00	\$.00
	M5TR-2016-05-01-03	Board of Test	\$.00	\$78,652.00	\$.00
	M5TR-2016-05-02-03	CLEET	\$.00	\$71,000.00	\$.00
405d Mid Training Total			\$.00	\$407,699.00	\$.00
MAP 21 405d Impaired Driving Mid Total			\$703,212.53	\$2,812,850.10	\$.00
MAP 21 405f Motorcycle Programs					
	M9MT-2016-07-02-00	State Match	\$22,097.61	\$.00	\$.00
405f Motorcyclist Training Total			\$22,097.61	\$.00	\$.00
405f Motorcyclist Awareness					
	M9MA-2016-02-01-05	Jordan Advertising	\$.00	\$88,390.42	\$.00
405f Motorcyclist Awareness Total			\$.00	\$88,390.42	\$.00
MAP 21 405f Motorcycle Programs Total			\$22,097.61	\$88,390.42	\$.00
NHTSA Total			\$2,820,715.81	\$10,391,221.18	\$2,229,475.00
Total			\$2,820,715.81	\$10,391,221.18	\$2,229,475.00

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HIGHWAY SAFETY PLAN MATCH REVIEW – OKLAHOMA
U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2016 HSP-1

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-07-01-00	\$297,214.00	\$297,214.00 50%	\$239,214.00	\$58,000.00	\$0.00 0%	\$297,214.00 50%	\$297,214.00 100%
	Planning and Administration Total	\$297,214.00	\$297,214.00 50%	\$239,214.00	\$58,000.00	\$0.00 0%	\$297,214.00 50%	\$297,214.00 100%
Alcohol								
	AL-2016-03-03-05	\$24,500.00	\$0.00 0%	\$20,000.00	\$4,500.00	\$24,500.00 100%		
	AL-2016-03-04-18	\$17,000.00	\$0.00 0%	\$12,000.00	\$5,000.00	\$17,000.00 100%		
	AL-2016-03-05-12	\$32,800.00	\$0.00 0%	\$27,800.00	\$5,000.00	\$32,800.00 100%		
	AL-2016-03-06-08	\$20,152.00	\$0.00 0%	\$15,152.00	\$5,000.00	\$20,152.00 100%		
	AL-2016-03-07-07	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	AL-2016-03-08-13	\$12,000.00	\$0.00 0%	\$10,000.00	\$2,000.00	\$12,000.00 100%		
	AL-2016-03-09-02	\$26,500.00	\$0.00 0%	\$21,500.00	\$5,000.00	\$26,500.00 100%		
	AL-2016-03-10-08	\$43,200.00	\$0.00 0%	\$38,200.00	\$5,000.00	\$43,200.00 100%		
	AL-2016-03-11-12	\$134,377.00	\$0.00 0%	\$59,377.00	\$75,000.00	\$134,377.00 100%		
	AL-2016-03-12-09	\$100,000.00	\$0.00 0%	\$80,000.00	\$20,000.00	\$100,000.00 100%		
	AL-2016-03-13-11	\$10,000.00	\$0.00 0%	\$5,000.00	\$5,000.00	\$10,000.00 100%		
	AL-2016-03-14-01	\$20,100.00	\$0.00 0%	\$15,100.00	\$5,000.00	\$20,100.00 100%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2016 HSP-1**

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	AL-2016-03-15-13	\$30,000.00	\$0.00 0%	\$25,000.00	\$5,000.00	\$30,000.00 100%		
	AL-2016-03-16-09	\$106,000.00	\$0.00 0%	\$56,000.00	\$50,000.00	\$106,000.00 100%		
	AL-2016-03-17-09	\$82,000.00	\$0.00 0%	\$52,000.00	\$30,000.00	\$82,000.00 100%		
	AL-2016-04-01-00	\$21,500.00	\$0.00 0%	\$5,000.00	\$16,500.00	\$0.00 0%		
	AL-2016-05-01-03	\$58,370.00	\$0.00 0%	\$33,370.00	\$25,000.00	\$0.00 0%		
	AL-2016-05-02-08	\$92,381.00	\$0.00 0%	\$65,130.00	\$27,251.00	\$0.00 0%		
	AL-2016-07-01-00	\$235,362.00	\$0.00 0%	\$160,362.00	\$75,000.00	\$0.00 0%		
	AL-2016-03-02-15	\$23,000.00	\$0.00 0%	\$20,000.00	\$3,000.00	\$23,000.00 100%		
	AL-2016-02-02-16	\$71,000.00	\$0.00 0%	\$61,000.00	\$10,000.00	\$63,900.00 90%		
	AL-2016-03-01-01	\$15,000.00	\$0.00 0%	\$10,000.00	\$5,000.00	\$15,000.00 100%		
	Alcohol Total	\$1,195,242.00	\$0.00 0%	\$806,991.00	\$388,251.00	\$780,529.00 65%		
Motorcycle Safety								
	MC-2016-07-01-00	\$51,241.00	\$0.00 0%	\$31,241.00	\$20,000.00	\$0.00 0%		
	MC-2016-05-01-05	\$5,000.00	\$0.00 0%	\$4,000.00	\$1,000.00	\$0.00 0%		
	MC-2016-07-02-00	\$0.00	\$14,060.25 100%	\$0.00	\$0.00	\$0.00 0%		
	Motorcycle Safety Total	\$56,241.00	\$14,060.25 20%	\$35,241.00	\$21,000.00	\$0.00 0%		
Occupant Protection								
	OP-2016-03-04-12	\$110,286.00	\$0.00 0%	\$100,286.00	\$10,000.00	\$110,286.00 100%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	OP-2016-03-06-12	\$24,000.00	\$0.00 0%	\$24,000.00	\$0.00	\$24,000.00 100%		
	OP-2016-03-07-13	\$20,000.00	\$0.00 0%	\$18,000.00	\$2,000.00	\$20,000.00 100%		
	OP-2016-04-01-00	\$5,000.00	\$0.00 0%	\$5,000.00	\$0.00	\$0.00 0%		
	OP-2016-05-01-00	\$84,126.00	\$0.00 0%	\$64,126.00	\$20,000.00	\$0.00 0%		
	OP-2016-07-01-00	\$124,521.00	\$0.00 0%	\$99,521.00	\$25,000.00	\$0.00 0%		
	OP-2016-03-03-12	\$49,200.00	\$0.00 0%	\$49,200.00	\$0.00	\$49,200.00 100%		
	OP-2016-03-02-05	\$19,400.00	\$0.00 0%	\$19,400.00	\$0.00	\$19,400.00 100%		
	OP-2016-03-01-05	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	OP-2016-02-02-16	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$0.00 0%		
	OP-2016-02-01-02	\$70,847.00	\$0.00 0%	\$60,847.00	\$10,000.00	\$0.00 0%		
	OP-2016-03-05-09	\$101,000.00	\$0.00 0%	\$101,000.00	\$0.00	\$101,000.00 100%		
	Occupant Protection Total	\$648,380.00	\$0.00 0%	\$571,380.00	\$77,000.00	\$343,886.00 53%		
Pedestrian/Bicycle Safety								
	PS-2016-02-01-02	\$36,900.00	\$0.00 0%	\$36,900.00	\$0.00	\$0.00 0%		
	Pedestrian/Bicycle Safety Total	\$36,900.00	\$0.00 0%	\$36,900.00	\$0.00	\$0.00 0%		
Police Traffic Services								
	PT-2016-03-22-06	\$14,470.00	\$0.00 0%	\$10,470.00	\$4,000.00	\$14,470.00 100%		
	PT-2016-03-99-00	\$66,000.00	\$0.00 0%	\$56,000.00	\$10,000.00	\$66,000.00 100%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2016 HSP-1**

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2016-04-01-00	\$10,500.00	\$0.00 0%	\$7,500.00	\$3,000.00	\$0.00 0%		
	PT-2016-05-01-05	\$121,800.00	\$0.00 0%	\$106,800.00	\$15,000.00	\$0.00 0%		
	PT-2016-05-02-09	\$423,655.00	\$0.00 0%	\$334,655.00	\$89,000.00	\$0.00 0%		
	PT-2016-05-03-00	\$10,000.00	\$0.00 0%	\$8,000.00	\$2,000.00	\$0.00 0%		
	PT-2016-05-04-15	\$50,000.00	\$0.00 0%	\$45,000.00	\$5,000.00	\$0.00 0%		
	PT-2016-05-05-12	\$100,000.00	\$0.00 0%	\$50,000.00	\$50,000.00	\$0.00 0%		
	PT-2016-07-01-00	\$238,154.00	\$0.00 0%	\$138,154.00	\$100,000.00	\$0.00 0%		
	PT-2016-07-02-00	\$0.00	\$1,117,551.25 100%	\$0.00	\$0.00	\$0.00 0%		
	PT-2016-03-01-03	\$10,000.00	\$0.00 0%	\$9,000.00	\$1,000.00	\$10,000.00 100%		
	PT-2016-03-02-01	\$10,000.00	\$0.00 0%	\$9,000.00	\$1,000.00	\$10,000.00 100%		
	PT-2016-03-03-15	\$32,000.00	\$0.00 0%	\$32,000.00	\$0.00	\$32,000.00 100%		
	PT-2016-03-04-16	\$78,800.00	\$0.00 0%	\$73,800.00	\$5,000.00	\$78,800.00 100%		
	PT-2016-03-05-08	\$24,000.00	\$0.00 0%	\$20,000.00	\$4,000.00	\$24,000.00 100%		
	PT-2016-03-06-03	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	PT-2016-03-07-13	\$48,750.00	\$0.00 0%	\$43,750.00	\$5,000.00	\$48,750.00 100%		
	PT-2016-03-09-06	\$14,340.00	\$0.00 0%	\$14,340.00	\$0.00	\$14,340.00 100%		
	PT-2016-03-10-05	\$45,600.00	\$0.00 0%	\$42,600.00	\$3,000.00	\$45,600.00 100%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2016 HSP-1**

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2016-03-11-08	\$23,000.00	\$0.00 0%	\$20,000.00	\$3,000.00	\$23,000.00 100%		
	PT-2016-03-12-07	\$41,000.00	\$0.00 0%	\$36,000.00	\$5,000.00	\$41,000.00 100%		
	PT-2016-03-13-01	\$19,175.00	\$0.00 0%	\$14,175.00	\$5,000.00	\$19,175.00 100%		
	PT-2016-03-14-01	\$10,000.00	\$0.00 0%	\$8,000.00	\$2,000.00	\$10,000.00 100%		
	PT-2016-03-15-08	\$35,500.00	\$0.00 0%	\$30,500.00	\$5,000.00	\$35,500.00 100%		
	PT-2016-03-16-09	\$130,500.00	\$0.00 0%	\$60,500.00	\$70,000.00	\$130,500.00 100%		
	PT-2016-03-17-11	\$59,000.00	\$0.00 0%	\$56,000.00	\$3,000.00	\$59,000.00 100%		
	PT-2016-03-18-09	\$40,500.00	\$0.00 0%	\$35,500.00	\$5,000.00	\$40,500.00 100%		
	PT-2016-03-19-06	\$43,100.00	\$0.00 0%	\$40,100.00	\$3,000.00	\$43,100.00 100%		
	PT-2016-03-20-14	\$17,000.00	\$0.00 0%	\$12,000.00	\$5,000.00	\$17,000.00 100%		
	PT-2016-03-21-04	\$13,000.00	\$0.00 0%	\$10,000.00	\$3,000.00	\$13,000.00 100%		
	Police Traffic Services Total	\$1,749,844.00	\$1,117,551.25 39%	\$1,338,844.00	\$411,000.00	\$795,735.00 45%		
Traffic Records								
	TR-2016-05-01-00	\$22,000.00	\$0.00 0%	\$17,000.00	\$5,000.00	\$0.00 0%		
	TR-2016-07-01-00	\$105,150.00	\$0.00 0%	\$70,150.00	\$35,000.00	\$0.00 0%		
	Traffic Records Total	\$127,150.00	\$0.00 0%	\$87,150.00	\$40,000.00	\$0.00 0%		
Driver Education								
	DE-2016-05-01-04	\$28,084.00	\$0.00 0%	\$23,084.00	\$5,000.00	\$0.00 0%		

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	DE-2016-02-02-06	\$43,000.00	\$0.00 0%	\$38,000.00	\$5,000.00	\$0.00 0%		
	DE-2016-02-01-02	\$83,780.00	\$0.00 0%	\$78,780.00	\$5,000.00	\$0.00 0%		
	Driver Education Total	\$154,864.00	\$0.00 0%	\$139,864.00	\$15,000.00	\$0.00 0%		
Railroad/Highway Crossings								
	RH-2016-02-01-12	\$38,500.00	\$0.00 0%	\$33,500.00	\$5,000.00	\$0.00 0%		
	Railroad/Highway Crossings Total	\$38,500.00	\$0.00 0%	\$33,500.00	\$5,000.00	\$0.00 0%		
Speed Enforcement								
	SE-2016-03-04-03	\$13,100.00	\$0.00 0%	\$10,100.00	\$3,000.00	\$13,100.00 100%		
	SE-2016-03-05-13	\$30,000.00	\$0.00 0%	\$20,000.00	\$10,000.00	\$30,000.00 100%		
	SE-2016-03-06-03	\$20,000.00	\$0.00 0%	\$15,000.00	\$5,000.00	\$20,000.00 100%		
	SE-2016-03-07-15	\$50,385.00	\$0.00 0%	\$40,385.00	\$10,000.00	\$50,385.00 100%		
	SE-2016-03-08-10	\$40,690.00	\$0.00 0%	\$30,690.00	\$10,000.00	\$40,690.00 100%		
	SE-2016-03-02-13	\$38,230.00	\$0.00 0%	\$28,230.00	\$10,000.00	\$38,230.00 100%		
	SE-2016-03-09-06	\$22,120.00	\$0.00 0%	\$17,120.00	\$5,000.00	\$22,120.00 100%		
	SE-2016-03-01-08	\$29,800.00	\$0.00 0%	\$24,800.00	\$5,000.00	\$29,800.00 100%		
	SE-2016-03-03-18	\$65,000.00	\$0.00 0%	\$40,000.00	\$25,000.00	\$65,000.00 100%		
	Speed Enforcement Total	\$309,325.00	\$0.00 0%	\$226,325.00	\$83,000.00	\$309,325.00 100%		
Paid Advertising								

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	PM-2016-02-01-05	\$200,000.00	\$0.00 0%	\$125,000.00	\$75,000.00	\$0.00 0%		
	PM-2016-02-02-00	\$10,000.00	\$0.00 0%	\$10,000.00	\$0.00	\$0.00 0%		
	Paid Advertising Total	\$210,000.00	\$0.00 0%	\$135,000.00	\$75,000.00	\$0.00 0%		
	NHTSA 402 Total	\$4,823,660.00	\$1,428,825.50 23%	\$3,650,409.00	\$1,173,251.00	\$2,229,475.00 46%	\$297,214.00 50%	\$297,214.00 6%
MAP 21 405b OP Low								
	M2HVE-2016-07-02-00	\$0.00	\$209,057.79 100%	\$0.00	\$0.00	\$0.00 0%		
	M2HVE-2016-07-01-00	\$89,930.00	\$0.00 0%	\$61,480.00	\$28,450.00	\$0.00 0%		
	M2HVE-2016-03-01-10	\$219,855.16	\$0.00 0%	\$162,759.89	\$57,095.27	\$0.00 0%		
	405b Low HVE Total	\$309,785.16	\$209,057.79 40%	\$224,239.89	\$85,545.27	\$0.00 0%		
405b Low Training								
	M2TR-2016-02-02-16	\$34,396.00	\$0.00 0%	\$34,396.00	\$0.00	\$0.00 0%		
	M2TR-2016-02-01-18	\$32,593.00	\$0.00 0%	\$4,143.00	\$28,450.00	\$0.00 0%		
	405b Low Training Total	\$66,989.00	\$0.00 0%	\$38,539.00	\$28,450.00	\$0.00 0%		
405b Low Public Education								
	M2PE-2016-02-01-05	\$256,000.00	\$0.00 0%	\$227,550.00	\$28,450.00	\$0.00 0%		
	405b Low Public Education Total	\$256,000.00	\$0.00 0%	\$227,550.00	\$28,450.00	\$0.00 0%		
405b Low Community CPS Services								
	M2CPS-2016-02-01-18	\$100,000.00	\$0.00 0%	\$71,550.00	\$28,450.00	\$0.00 0%		
	M2CPS-2016-02-02-16	\$74,446.00	\$0.00 0%	\$45,996.00	\$28,450.00	\$0.00 0%		

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405b Low Community CPS Services Total		\$174,446.00	\$0.00 0%	\$117,546.00	\$56,900.00		\$0.00 0%	
405b Low CSS Purchase/Distribution								
	M2CSS-2016-02-01-18	\$17,407.00	\$0.00 0%	\$17,407.00	\$0.00		\$0.00 0%	
	M2CSS-2016-02-02-16	\$11,604.00	\$0.00 0%	\$11,604.00	\$0.00		\$0.00 0%	
405b Low CSS Purchase/Distribution Total		\$29,011.00	\$0.00 0%	\$29,011.00	\$0.00		\$0.00 0%	
MAP 21 405b OP Low Total		\$836,231.16	\$209,057.79 20%	\$636,885.89	\$199,345.27		\$0.00 0%	
MAP 21 405c Data Program								
	M3DA-2016-05-01-09	\$138,000.00	\$0.00 0%	\$38,000.00	\$100,000.00		\$0.00 0%	
	M3DA-2016-05-02-03	\$97,356.36	\$0.00 0%	\$47,356.36	\$50,000.00		\$0.00 0%	
	M3DA-2016-07-02-00	\$0.00	\$457,522.38 100%	\$0.00	\$0.00		\$0.00 0%	
	M3DA-2016-07-01-00	\$926,728.14	\$0.00 0%	\$362,638.64	\$564,089.50		\$0.00 0%	
	M3DA-2016-06-03-13	\$88,877.00	\$0.00 0%	\$28,877.00	\$60,000.00		\$0.00 0%	
	M3DA-2016-06-02-10	\$379,128.00	\$0.00 0%	\$79,128.00	\$300,000.00		\$0.00 0%	
	M3DA-2016-06-01-01	\$200,000.00	\$0.00 0%	\$50,000.00	\$150,000.00		\$0.00 0%	
405c Data Program Total		\$1,830,089.50	\$457,522.38 20%	\$606,000.00	\$1,224,089.50		\$0.00 0%	
MAP 21 405c Data Program Total		\$1,830,089.50	\$457,522.38 20%	\$606,000.00	\$1,224,089.50		\$0.00 0%	
MAP 21 405d Impaired Driving Mid								
	M5HVE-2016-03-02-13	\$100,000.00	\$0.00 0%	\$100,000.00	\$0.00		\$0.00 0%	
	M5HVE-2016-07-02-00	\$0.00	\$703,212.53 100%	\$0.00	\$0.00		\$0.00 0%	

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	M5HVE-2016-03-01-10	\$694,000.00	\$0.00 0%	\$694,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	405d Mid HVE Total	\$794,000.00	\$703,212.53 47%	\$794,000.00	\$0.00	\$0.00	\$0.00	\$0.00
405d Mid ID Coordinator								
	M5IDC-2016-07-01-00	\$155,240.00	\$0.00 0%	\$80,240.00	\$75,000.00	\$0.00	\$0.00	\$0.00
	405d Mid ID Coordinator Total	\$155,240.00	\$0.00 0%	\$80,240.00	\$75,000.00	\$0.00	\$0.00	\$0.00
405d Mid Court Support								
	M5CS-2016-02-01-05	\$121,563.00	\$0.00 0%	\$46,563.00	\$75,000.00	\$0.00	\$0.00	\$0.00
	405d Mid Court Support Total	\$121,563.00	\$0.00 0%	\$46,563.00	\$75,000.00	\$0.00	\$0.00	\$0.00
405d Mid BAC Testing/Reporting								
	M5BAC-2016-05-01-08	\$190,495.00	\$0.00 0%	\$100,495.00	\$90,000.00	\$0.00	\$0.00	\$0.00
	405d Mid BAC Testing/Reporting Total	\$190,495.00	\$0.00 0%	\$100,495.00	\$90,000.00	\$0.00	\$0.00	\$0.00
405d Mid Paid/Earned Media								
	M5PEM-2016-02-01-05	\$508,000.00	\$0.00 0%	\$400,581.01	\$107,418.99	\$0.00	\$0.00	\$0.00
	M5PEM-2016-02-02-00	\$435,853.10	\$0.00 0%	\$235,853.10	\$200,000.00	\$0.00	\$0.00	\$0.00
	M5PEM-2016-02-03-02	\$200,000.00	\$0.00 0%	\$100,000.00	\$100,000.00	\$0.00	\$0.00	\$0.00
	405d Mid Paid/Earned Media Total	\$1,143,853.10	\$0.00 0%	\$736,434.11	\$407,418.99	\$0.00	\$0.00	\$0.00
405d Mid Training								
	M5TR-2016-05-02-03	\$71,000.00	\$0.00 0%	\$46,000.00	\$25,000.00	\$0.00	\$0.00	\$0.00
	M5TR-2016-02-04-15	\$68,047.00	\$0.00 0%	\$38,047.00	\$30,000.00	\$0.00	\$0.00	\$0.00

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	M5TR-2016-02-01-13	\$190,000.00	\$0.00 0%	\$94,055.75	\$95,944.25	\$0.00 0%		
	M5TR-2016-05-01-03	\$78,652.00	\$0.00 0%	\$48,652.00	\$30,000.00	\$0.00 0%		
	405d Mid Training Total	\$407,699.00	\$0.00 0%	\$226,754.75	\$180,944.25	\$0.00 0%		
MAP 21 405d Impaired Driving Mid Total		\$2,812,850.10	\$703,212.53 20%	\$1,984,486.86	\$828,363.24	\$0.00 0%		
MAP 21 405f Motorcycle Programs								
	M9MT-2016-07-02-00	\$0.00	\$22,097.61 100%	\$0.00	\$0.00	\$0.00 0%		
	405f Motorcyclist Training Total	\$0.00	\$22,097.61 100%	\$0.00	\$0.00	\$0.00 0%		
405f Motorcyclist Awareness								
	M9MA-2016-02-01-05	\$88,390.42	\$0.00 0%	\$68,565.57	\$19,824.85	\$0.00 0%		
	405f Motorcyclist Awareness Total	\$88,390.42	\$0.00 0%	\$68,565.57	\$19,824.85	\$0.00 0%		
MAP 21 405f Motorcycle Programs Total		\$88,390.42	\$22,097.61 20%	\$68,565.57	\$19,824.85	\$0.00 0%		
	NHTSA Total	\$10,391,221.18	\$2,820,715.81 21%	\$6,946,347.32	\$3,444,873.86	\$2,229,475.00 21%	\$297,214.00 50%	\$297,214.00 3%
	Total	\$10,391,221.18	\$2,820,715.81 21%	\$6,946,347.32	\$3,444,873.86	\$2,229,475.00 21%	\$297,214.00 50%	\$297,214.00 3%