

2014

PERFORMANCE PLAN & HIGHWAY SAFETY PLAN



OKLAHOMA HIGHWAY SAFETY OFFICE

The Honorable Mary Fallin, Governor of Oklahoma

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Table of Contents

EXECUTIVE SUMMARY	1
Legislative Issues	3
Oklahoma Demographics.....	3
OKLAHOMA HIGHWAY SAFETY OFFICE.....	4
VISION	4
VALUES.....	4
PRINCIPLES	4
MISSION	4
OHSO ORGANIZATION	5
HIGHWAY SAFETY PLANNING PROCESS.....	6
Impaired Driving, Speeding and Occupant Protection Surveys	8
Corridor Projects	8
National Mobilizations	9
Significant Collaborations	9
Motorcycle Safety Education	11
PROBLEM IDENTIFICATION PROCESS.....	11
DATA SOURCES	12
Fatality and Other Crash Reports.....	12
Occupant Protection Surveys.....	12
FARS	13
Crash Rates.....	13
ESTABLISHING GOALS AND PERFORMANCE MEASURES	13
PLANNING PARTICIPANTS AND PARTNERS.....	14
PROJECT SELECTION AND DEVELOPMENT.....	14
FY2014 HIGHWAY SAFETY PLAN	24
PLANNING AND ADMINISTRATION	24
Planning and Administration Objectives.....	24
Planning and Administrative Strategies.....	25
Planning and Administration Program Funding.....	25
ALCOHOL/IMPAIRED DRIVING	26

Alcohol/Impaired Driving Problem Identification	26
Alcohol/Impaired Driving Objective.....	26
Alcohol/Impaired Driving Strategies.....	26
Alcohol/Impaired Driving Countermeasure Programs	28
MOTORCYCLE SAFETY	36
Motorcycle Safety Problem Identification	36
Motorcycle Safety Objective	36
Motorcycle Safety Strategies	36
Motorcycle Safety Programs.....	36
OCCUPANT PROTECTION	41
Occupant Protection Problem Identification	41
Occupant Protection Objectives	41
Occupant Protection Strategies	41
Occupant Protection Improvement Projects	43
POLICE TRAFFIC SERVICES.....	47
Police Traffic Services Problem Identification	47
Police Traffic Services Objective	47
Police Traffic Services Strategies.....	47
Police Traffic Services Projects.....	48
TRAFFIC RECORDS.....	52
Traffic Records Problem Identification	52
Traffic Records Objectives	52
Traffic Records Strategies	52
Traffic Records Projects	53
RAILROAD SAFETY	56
Railroad Safety Problem Identification	56
Railroad Safety Objectives	56
Railroad Safety Strategies	56
Railroad Safety Projects	57
DRIVER EDUCATION	58
Driver Education Problem Identification	58
Driver Education Objectives.....	58

Driver Education Strategies	58
Driver Education Projects.....	58
PAID MEDIA.....	60
SPORTS MARKETING	61
Other Marketing Efforts.....	61
EQUIPMENT REQUEST	63
APPENDIX.....	11
Appendix A to Part 1200.....	A-1
NHTSA Performance Measures Survey.....	B-1
Highway Safety Plan Cost Summary	C-1
Match Report.....	D-1

ATTACHMENTS

Appendix D to Part 1200

Part 1 Section 405: Occupant Protection	E-1
Part 2 Section 405: Traffic Records.....	E-17
Part 3 Section 405: Impaired Driving.....	E-21
Part 5 Section 405: Motorcycle Safety.....	E-45

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EXECUTIVE SUMMARY

The State of Oklahoma has experienced significant reductions in the overall number of traffic related fatalities since our current base line of 2008. Although we anticipate a slight increase as 2012 data are finalized, the trend line suggests reductions in the future. However, continued reductions will require perseverance and innovation. Experience has shown us that the best way to approach any problem is by including those involved in the day to day tasks associated with affecting change. Therefore, 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.

FARS data indicate 220 alcohol-impaired driving fatalities in 2011, representing 32% of all fatalities in the State. Unfortunately, alcohol-impaired fatalities continue to represent an increasing portion of the fatalities experienced in our state. Per NHTSA, Oklahoma ranks 46th in the nation for impaired driving fatalities and 51st in the ability to improve its fatality rate. Unfortunately, recent analysis of trend crash data by the University of Central Oklahoma indicates continuing increases in alcohol-impaired traffic fatalities.

We are extremely cognizant of the need to continue our efforts in this area; therefore, impaired driving prevention and enforcement will continue to constitute substantial portions of the State's plan to reduce highway fatalities and injuries. Additionally, OHSO seeks to identify or develop innovative programs to address unrestrained occupant, speed related, and motorcycle fatalities in the FY2014 Highway Safety Plan.

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 of these efforts:

- DDACTS – Norman Police Department.
- TSRP program. The hiring of a former DUI defense attorney in 2012 as TSRP has provided prosecutors and law enforcement officers a unique perspective on the enforcement and adjudication of impaired driving cases. In FY2014 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
- With the formation of the Governor's Impaired Driving Prevention Advisory Council (GIDPAC) in the spring of 2013, efforts continue to more clearly identify, address and coordinate the States' impaired driving prevention efforts. This council is composed of members representing various

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

- The State Judicial Educator program enters its second full year of implementation by East Central University in FY2013. East Central began work on the SJE project in late FY 2012. OHSO expects the enthusiasm brought to the program by the East Central team to continue through FY2014.
- 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 FY2014.
- OHSO will continue to provide administrative support for the current Highway Safety Corridors in Pottawatomie, Payne and Cherokee Counties.
- OHSO will continue to support and assist efforts to effect behavior change with regard to distracted driving. OHSO currently participates in *Drive Aware OK* (www.driveawareok.org), the only known statewide effort to combat distracted driving, particularly distraction by electronic device.
- OHSO initiated significant internal technological advancements in several areas in FY2013 and will continue to expand these efforts in FY2014. Phase one of implementation of the IntelliGrants web based grant management system, developed by Agate Software and the Oklahoma Office of Management and Enterprise Services (OMES), was initiated for the application process for highway safety grants for FY2014. This web based system should be fully developed and implemented for use with the FY2014 grant cycle. The OHSO has also purchased a system allowing our office to record audio PSAs.
- Oklahoma will continue to expand efforts in training and education for motorcycle riders, including support of the Statewide Motorcycle Safety Advisory Board and the *OkieMoto* website (www.okiemoto.ok.gov), as well as Facebook and other electronic social media outlets.
- Oklahoma is dedicated to improving the traffic records system of our state and to provide users with improved information for more timely and accurate decision making.

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

Legislative Issues

There were both successes and failures of OHSO supported measures during the most recent session of the Oklahoma Legislature (54th). Several legislative proposals addressing distracted driving and texting measures were introduced, but none of the proposals passed out of committee. On a positive note, the Legislature did pass legislation which will expand the use of ignition interlock devices for impaired driving offenses. In the upcoming legislative session, OHSO will continue to work closely with the Department of Public Safety's legislative staff to support various traffic safety issues including impaired driving, distracted driving and occupant protection.

Oklahoma Demographics

Oklahoma ranks 20th in size with a land area of 68,898¹ square miles. Oklahoma's roadway system of 112,821 total public miles includes: 673 miles of Interstate (non-toll road); 601 miles of Toll Roads (including Interstate); 19,410 miles of Federal maintained highways; 12,262 miles of State maintained roadways; 61,771 miles of rural local roads; 262 miles of State Park roads; and 16,375 miles of municipal local roads.²

Oklahoma ranks 28th in total population with 3,751,351¹ persons residing in 77 counties. Sixty-five percent of the state's population is urban and 35 percent is rural. During the past decade, Oklahoma's growth rate was 9.7 percent. Thirty-five of the Indian tribes currently living in Oklahoma are headquartered in the state. Racial categories from Census 2010 show the following counts for Oklahoma: White only-72.2%, American Indian/Alaska native only-7.4%, Black/African American only-7.4%, Asian only-1.7%, Native Hawaiian/Pacific Islander only 0.1%. The Hispanic or Latino Origin population increased by 85.2% from 1990 to 2010. The median age (years) is 37.7.

There were 3,882,026 registered vehicles in Oklahoma in 2010 with 74.1% (2,887,797) registered automobiles. Motorcycle registrations have increased dramatically. Since 2005 registrations have increased from 81,693 to 124,926 in 2010; a 53% increase! There were 2,533,888 licensed drivers in Oklahoma in 2010.³ There are 152 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.⁴ As of June 1, 2013, in addition to the Oklahoma Highway Patrol, there are 347 police departments, 77 sheriff offices, 22 tribal police agencies and 40 campus police agencies.⁵ The State of Oklahoma ranks as the largest employer in Oklahoma, followed by Wal-Mart/Sam's Club and Tinker Air Force Base. Wal-Mart/Sam's Club ranks as a Fortune 500 player with a large Oklahoma presence.⁶

¹ 2010 US Census Bureau State and County Quick Facts

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

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

⁴ Oklahoma State Department of Health.

⁵ Oklahoma Association of Chiefs of Police.

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

OKLAHOMA HIGHWAY SAFETY OFFICE

VISION

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

VALUES

Integrity

Service

Excellence

PRINCIPLES

Credibility

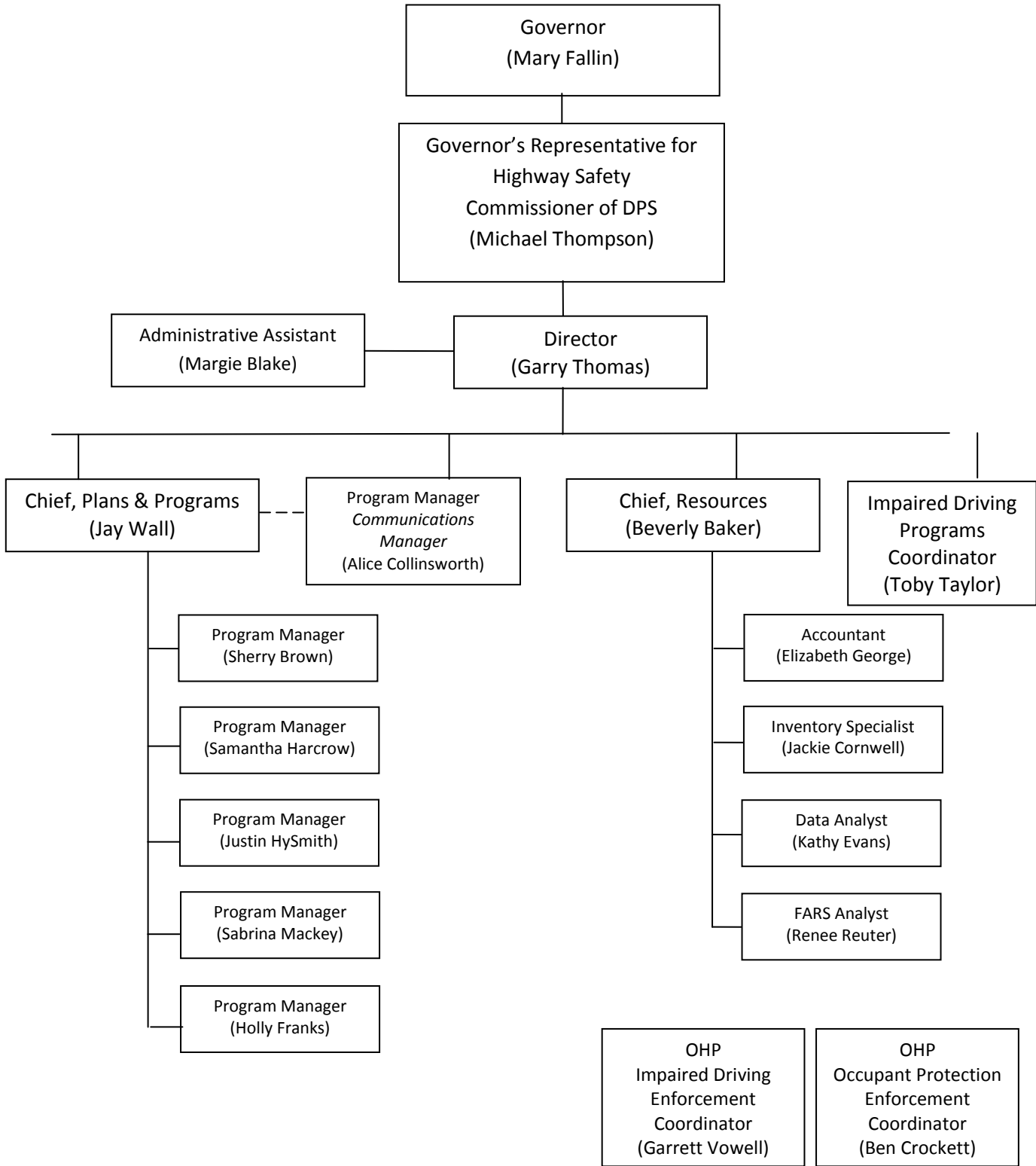
Teamwork

People

MISSION

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

OHSO ORGANIZATION



*OHP reports to OHSO for program issues only

HIGHWAY SAFETY PLANNING PROCESS

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

The core of our process is the staff of the OHSO. Our partners include state agencies, state, county and local law enforcement agencies, as well as a variety of traffic safety advocacy and minority concern groups. The process is a circle, with no beginning and no end. At any one point in time, the OHSO may be working on the last fiscal year, the current year, and the next year.

The OHSO Data Analyst prepares an annual Crash Facts publication and a Problem Identification based on at least five years of state crash data and an estimation based on preliminary data of the immediate past year's crash data in order to determine the nature of our traffic safety challenges. Following analysis of the data, the Data Analyst provides a ranking of cities and counties where the data indicate the problems occur. This allows OHSO to look at the problems, where they occur, and provide programs and services where the need is greatest. The Problem Identification and the annual Crash Facts Book are used by many highway safety professionals to evaluate what traffic safety priority areas need emphasis. Numerous applicants for traffic safety grants do, and must, use statistical problem identification to support their applications. The concerns of highway safety partners are heard and discussed at conferences, workshops, and meetings. During special emphasis periods, surveys may be sent to appropriate agencies to ascertain priorities for the coming year. OHSO also considers the results of "rate-the-state" reviews by national organizations such as the Centers for Disease Control, and others. OHSO's Problem Identification data are used for internal processes, such as application evaluation, ranking and program selection. Annual goals are established using the latest FARS data (or State data in the absence of specific FARS data).

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

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

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

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

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. Due to the change in the NHTSA deadline to July 1 for submission of the 2014 ensuing year State HSPP, it was necessary to modify some previously established deadlines, which in turn created a number of conflicts, especially related to timelines previously established for initiation and integration of the new web based IntelliGrants Grant Management System for OHSO for FY2014.

December: Establish preliminary state goals and post for proposal reference. **Post state goals on website for proposal consideration.**

February: Solicitation period for OHSO highway safety proposals through OKGrants (IntelliGrants).

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

March-April: Proposal selection process.

April: Notify applicants of proposal selection or non-selection.

- May-June:** Develop grant agreements/Create Highway Safety Performance Plan (HSPP)/Finalize state goals for project implementation.
- June:** **Submit HSPP.**
- September:** Meet with stakeholders to discuss status of current year's plans and obtain input for upcoming year's plan.
- October:** Implement grant agreements and contracts.
- November:** Draft Annual Report.
- December:** Submit Annual Report.

Impaired Driving, Speeding and Occupant Protection Surveys

OHSO has performed an attitude survey in accordance with NHTSA regulation since 2010 (see Attachment B). The 2013 survey results are consistent with the 2010 through 2012 results, in that as the perception of risk of apprehension increases, risky behaviors decrease. The 2013 survey of respondents reporting they "always" wear their seat belts while in a vehicle spiked to its highest level (95.8%) since inception of this survey. The survey also reflected a slight decrease from the 2012 survey in the number of respondents who reported driving within 2 hours after drinking. Overall, the results from 2010 through 2013 are relatively stable.

Corridor Projects

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

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

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

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

National Mobilizations

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

Significant Collaborations

Collaboration is at the heart of OHSO's mission. The leadership in Oklahoma's highway safety community recognizes that, standing alone, OHSO's significant efforts will have little impact on improving the safety of Oklahoma's roadways. As such, OHSO makes collaboration with partner agencies a top priority. In addition to coordinating the traffic safety activities of the grant funded agencies outlined in this plan, OHSO also participates in a number of regional traffic safety groups to address local needs. The following traffic safety groups are specifically supported by OHSO:

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

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

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

OHSO also collaborates on a regular basis with the Oklahoma Department of Transportation, Oklahoma State Department of Health, Oklahoma Department of Mental Health and Substance Abuse Services, and Oklahoma Alcohol Beverage License Enforcement. Various OHSO staff 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.

Governor's Impaired Driving Prevention Advisory Council (GIDPAC)

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

- Alcoholic Beverage Laws Enforcement Commission
- Department of Corrections
- Bureau of Narcotics and Dangerous Drugs
- Oklahoma Department of Public Safety
- Oklahoma Department of Mental Health and Substance Abuse Services
- Oklahoma District Attorney's Council
- Oklahoma Highway Safety Office
- Oklahoma State Legislature
- Supreme Court of the State of Oklahoma
- Stop D.U.I. Oklahoma, a citizen activist organization

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

Occupant Protection Collaborations

Unrestrained passenger vehicle occupant fatalities have decreased in Oklahoma significantly over the past few years, from 332 in 2008 to 286 in 2011. This represents a 14% reduction. Trends indicate

further reductions in the future. However, the State's observed seat belt use rate has remained relatively unchanged since 2006. The observed seat belt use rate reported in the 2012 survey was 83.8 percent.

Oklahoma's recertification rate for CPS technicians now stands at 56.7%, above the national average, and well above historical trends in Oklahoma. Nevertheless, according to Safe Kids Worldwide studies, a vast majority of parents or caregivers struggle with properly installing child restraint seats. Calendar year 2012 survey results indicate that the child restraint use rate now stands at 89.1%.

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 representatives and partners of the Bureau of Indian Affairs, Tribal Technical Assistance Program, Tribal Chiefs of Police, the University of Central Oklahoma, Safe Kids Coalition, the Center for Disease Control, state and local law enforcement, and state injury prevention specialists. Efforts to increase compliance rates will focus on effective countermeasures including enforcement of current occupant protection laws, media, education, training, and outreach to target groups including unrestrained nighttime drivers and Oklahoma's Native American population.

Motorcycle Safety Education

With the continuing increase of motorcycle registrations in Oklahoma, the need for motorcycle safety classes continues to grow. Although the number of safety training courses in the state has increased in recent years, there continues to be a lack of a sufficient number of MSF-approved classes to train the individuals who have expressed an interest in participating. OHSO will continue to actively support these programs with the goal that every rider should have the opportunity for training. The Oklahoma Motorcycle Safety Advisory Board is composed of representatives from various groups, including: Private Sector Rider Education Schools, Licensed Safety Course Operators, Oklahoma Insurance Department, Certified Instructors, and the OHSO. This board meets as necessary and serves at the discretion of the Commissioner of Public Safety.

PROBLEM IDENTIFICATION PROCESS

STATISTICAL ANALYSES

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

The OHSO Data Analyst prepares an annual Crash Facts book analyzing collisions for the most recent and past several years of state data. Traffic collisions are organized into a variety of classifications; i.e. KAB [Fatalities, Incapacitating Injuries, Non-Incapacitating Injuries], Fatal [both number of fatalities and number of fatal crashes], Unsafe Speed, Alcohol/Drug-Related, Motorcycle, Pedestrian, and Bicycle. An in-depth analysis is done to determine primary causation, location, contributing factors, vehicle type, time of day, day of week, age, gender, etc. This information is applied to each 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, for uniformity FARS data alone are used to define the state's goals in the annual Highway Safety Plan and Performance Plan.

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

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

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

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

DATA SOURCES

Fatality and Other Crash Reports

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

Occupant Protection Surveys

The University of Central Oklahoma conducts the State's annual occupant protection and child restraint surveys as well as the statewide motorcycle helmet use survey. Historical data have been used to establish future benchmarks. Safety belt and child restraint surveys are conducted each year using NHTSA's approved methods to determine the State's use rate. Results of the FY2014 survey will be discussed in the FY 14 Annual Report.

FARS

For consistency, the most recently available FARS data (CY2011) are used to establish OHSO's performance measures. That information, supplemented by DPS injury and Oklahoma Tax Commission vehicle mileage data, is used to set future goals and evaluate past progress. DPS and FARS data are regularly evaluated for accuracy and if discrepancies are found, research is conducted to determine the cause and necessary corrections are made.

Crash Rates

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

ESTABLISHING GOALS AND PERFORMANCE MEASURES

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

For the FY2014 HSPP, the most recent FARS data and relevant state data were provided to the University of Central Oklahoma Mathematics Department for analysis. UCO analyzed the data for the purpose of determining upward or downward trends, as well as providing the upper and lower bounds of the projected change. UCO then met with OHSO management staff to develop precise goals and performance measures. Preliminary goals are distributed to our partner agencies for review and input. OHSO considers numerous sources of guidance during this process, including but not limited to:

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

- **Strategic planning partner agencies include: ODOT, DPS, OHP, OMC, Troops S, OSDH, and various others.**

The specific performance goals and target dates were set based on past trends and the staff's experience. Data from the last three to five years are used in setting goals. **NHTSA's performance measures, published in the Region 6 Regional Action Plan, and the State's Strategic Highway Safety Plan are considered and reviewed for consistency with OHSO's performance measures.**

PLANNING PARTICIPANTS AND PARTNERS

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

Active participation in the development of the State's Strategic Highway Safety Plan allowed for integration and coordination of key strategies for improving collaborative efforts in addressing highway safety counter measures. The OHSO also chairs regular meetings of the Oklahoma Highway Safety Forum consisting of senior representatives of OHSO, FHWA, FMCSA, Safe Kids Oklahoma, AAA Oklahoma, ODOT, Oklahoma Association of Chiefs of Police, etc. This group discusses highway safety issues and solutions, legislation, and any subject related to highway safety.

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

PROJECT SELECTION AND DEVELOPMENT

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

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

For FY2014, the OHSO will continue a Traffic Corridor approach to targeting high collision areas of the state. The corridor projects represent collaboration between OHSO and our partners at the Oklahoma Department of Transportation, Oklahoma Highway Patrol, and local law enforcement agencies. Ongoing evaluation of the existing corridors will occur in FY2014. Depending on the results of the evaluations, and available funding, future corridors may be identified.

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

PERFORMANCE PLAN FY 2014

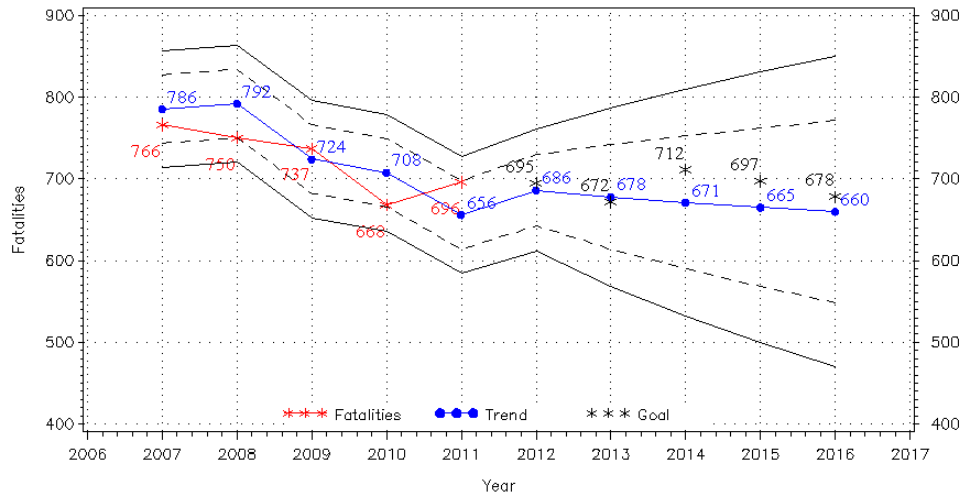
Tracy L. Morris, Ph.D.
Associate Professor

Brenden Balch
Student

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

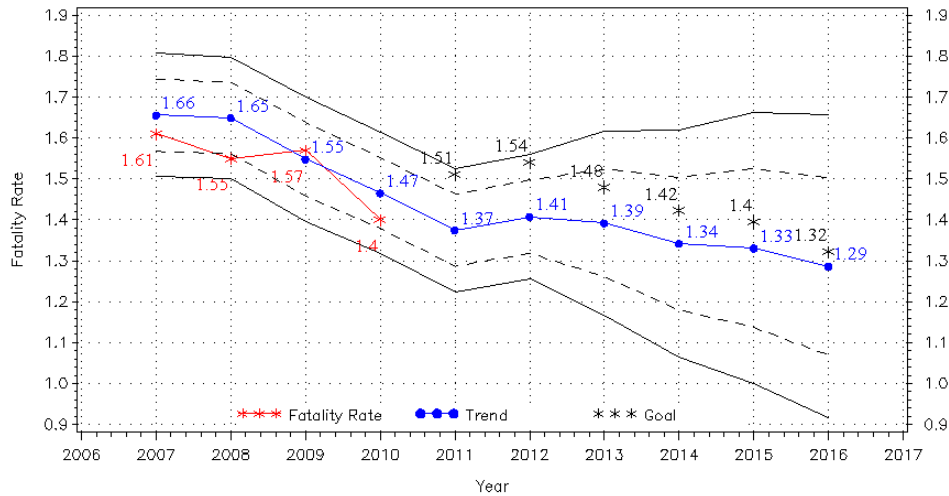
On the graphs for the number of fatalities and fatality rate you'll see two sets of confidence bands. The dashed lines are 50% confidence bands and the solid lines are 75% confidence bands. So we are 50% and 75% confident, respectively, that future values will be within the corresponding bands. For the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

Traffic Fatalities



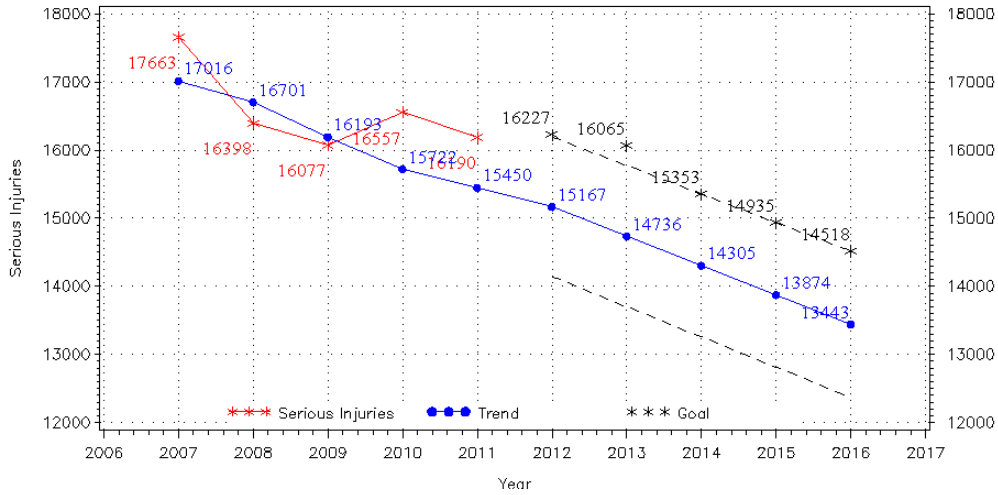
Since 2007, traffic fatalities in Oklahoma have decreased 9%. The overall trend indicates a continued decrease through 2016, but at a slower pace.

Fatalities per 100 Million VMT



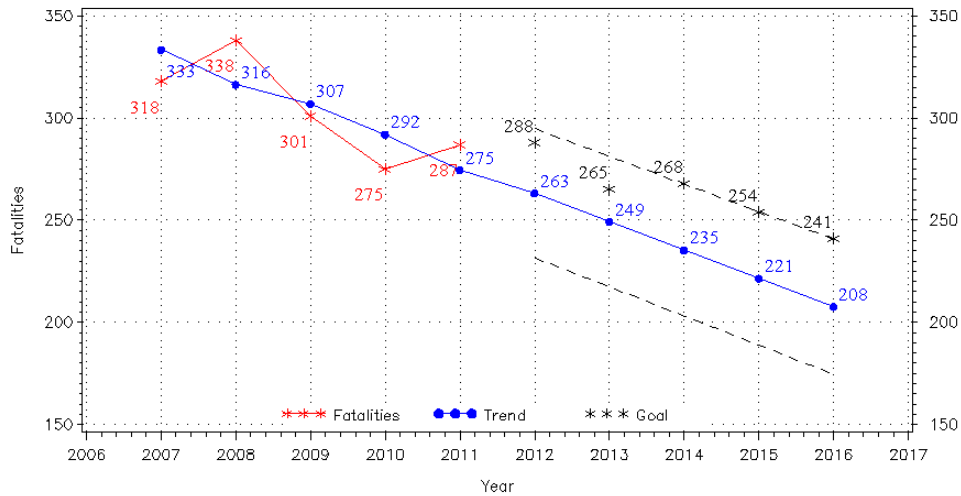
Oklahoma's fatality rate per 100 million VMT has declined 13% since 2007. The trend suggests continued decreases for 2012 and beyond.

Serious Injuries



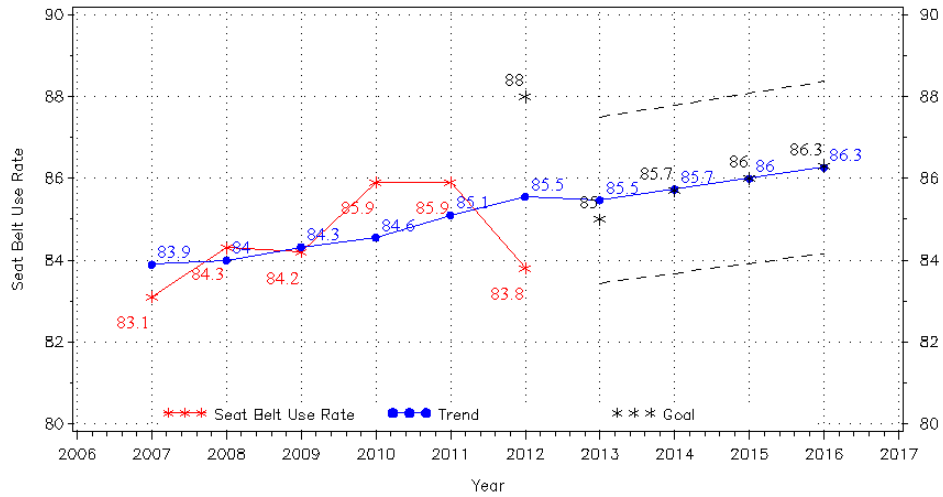
The number of serious injuries has dropped approximately 8% since 2007. The trend suggests a continued decrease of approximately 3% per year through 2016.

Unrestrained Occupant Fatalities



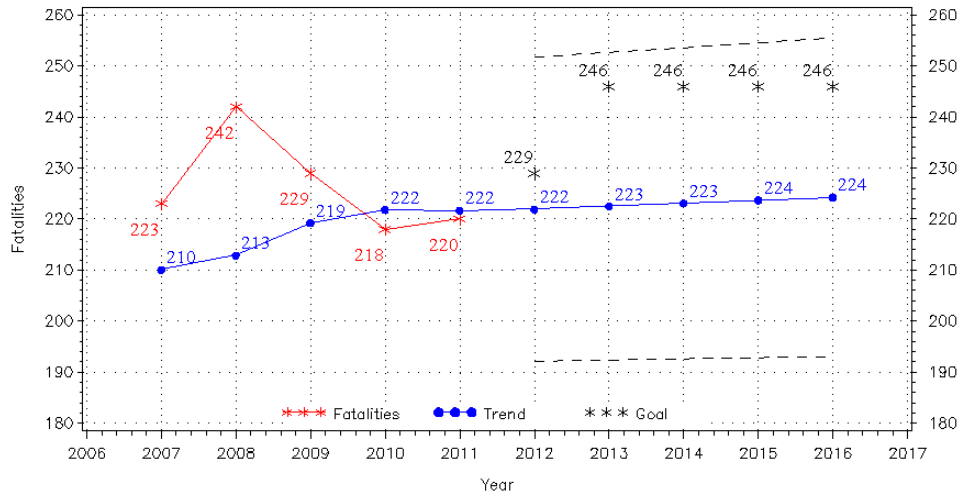
The number of unrestrained fatalities has decreased from 2007 to 2011. This drop from 318 to 287 is an almost 10% reduction. The trend suggests that the number of unrestrained fatalities will continue to decrease through 2016.

Seat Belt Use Rate



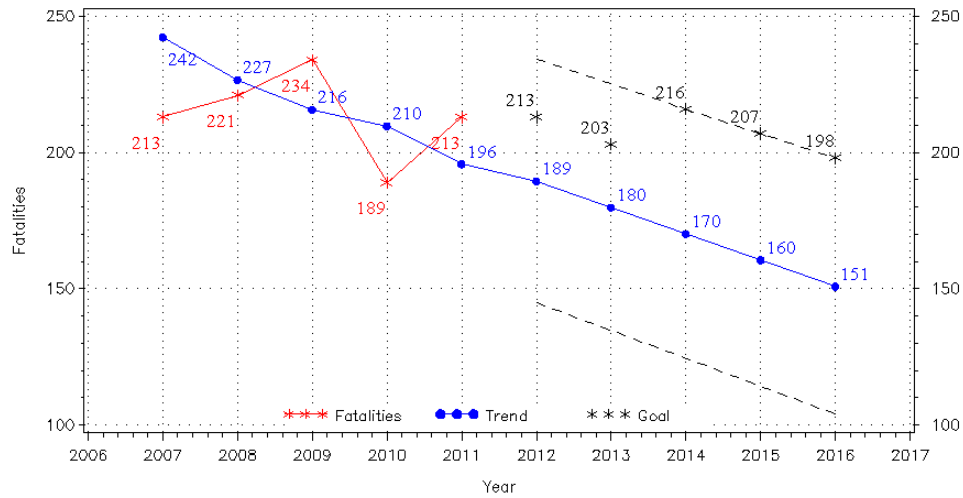
Seat belt use rates in Oklahoma declined in 2012 with the introduction of the new seat belt use survey, but the overall trend is still increasing for 2013 and beyond.

Fatalities Involving Drivers or Motorcycle Operators with 0.08+ BAC



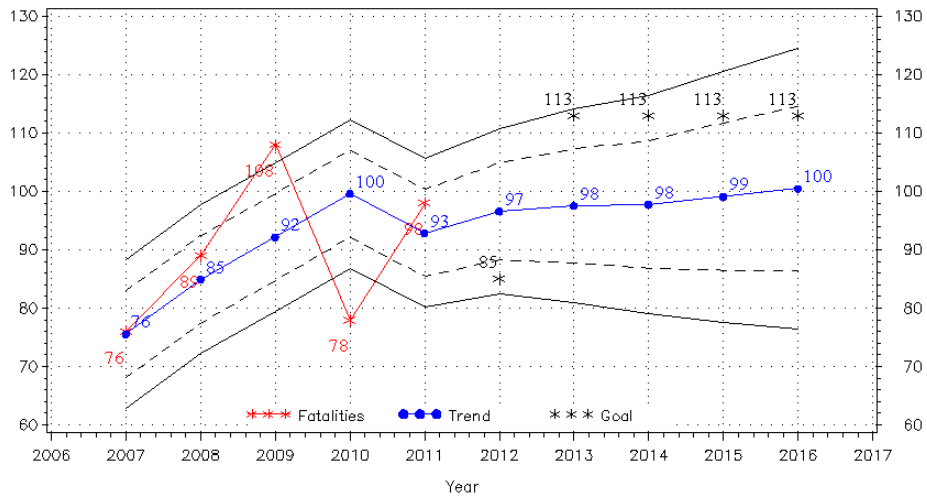
Fatalities in alcohol-impaired traffic crashes increased slightly from 2010 to 2011, but this number is still down 9% from the spike in 2008. The overall trend indicates a very gradual increase through 2016.

Speeding Related Fatalities



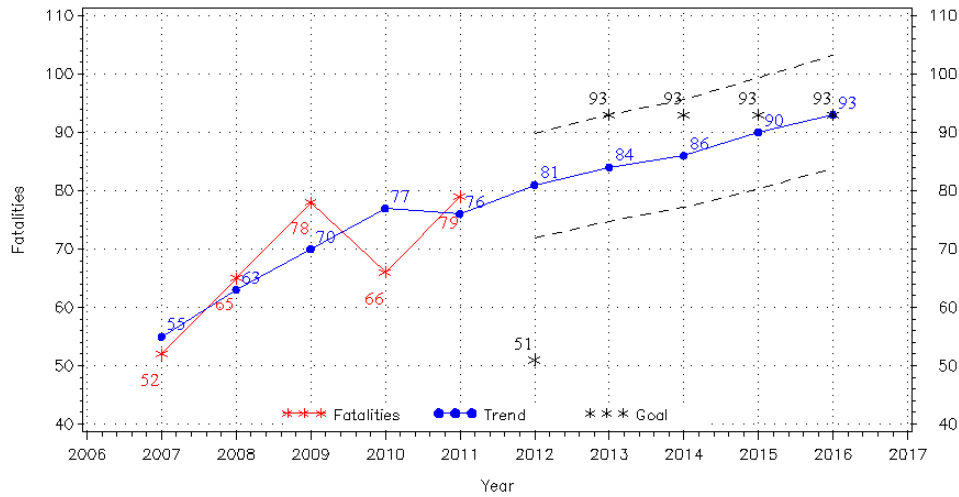
Fatalities in speed-related crashes increased in 2011 back to the level observed in 2007. The trend, however, suggests that fatalities in speed related crashes will decline through 2016.

Motorcyclist Fatalities



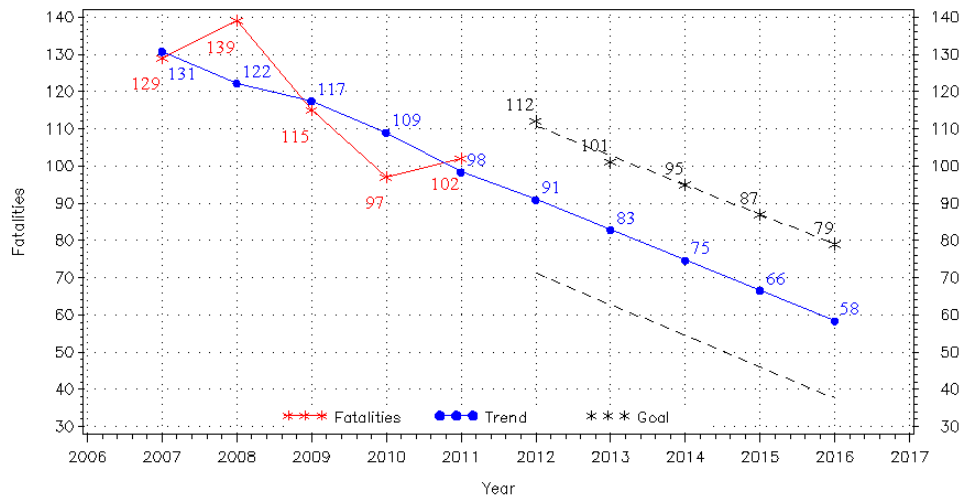
As predicted last year, the number of motorcyclist fatalities in 2011 increased from the unusual low in 2010. The overall trend suggests that the number of motorcyclist fatalities will remain fairly stable through 2016.

Unhelmeted Motorcyclist Fatalities



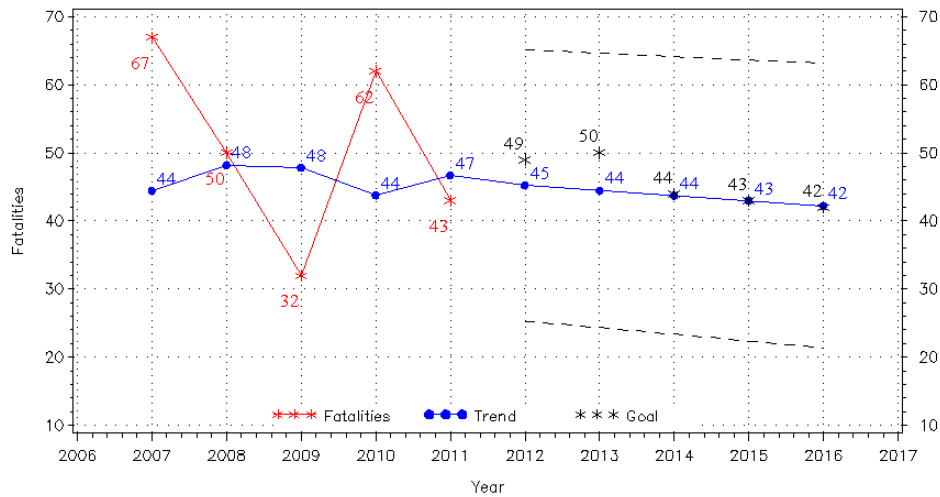
The number of unhelmeted motorcyclist fatalities increased again in 2011. The trend suggests that this number will continue to increase through 2016.

Drivers Under 21 in Fatal Crashes



The number of drivers under age 21 involved in fatal crashes increased from 2010 to 2011; however, there has still been a 21% reduction in this number since 2007. The trend suggests a continued decline.

Pedestrian Fatalities



There has been a dramatic drop (36%) in the number of pedestrian fatalities from 2007 to 2011, but there has been considerable variability over this time period. The trend suggests that the number of pedestrian fatalities will continue to decrease through 2016, but very gradually.

CORE OUTCOME MEASURES

CORE OUTCOME MEASURES*	FARS (Final)				Previous Goal Projections			Future Goal Projections					
					Previous FY Goal Projection	State Data	Current FY Goal Projection	Previous Short Term Goal	New Short term Goal	Intermediate Goal	New Intermediate Goal	Long Term Goal	
	2008 Baseline	2009	2010	2011 Most current	2012	2012	2013	2014	2014	2015	2015	2016	
Overall													
Traffic Fatalities	Total	750	737	668	696	695		672	651	712	629	697	678
	Rural	523	498	465	497	469		396	368	464	340	446	425
	Urban	226	239	203	199	226		276	283	248	289	251	254
Fatalities per 100 MVT	Total	1.55	1.57	1.40		1.54		1.48	1.44	1.42	1.41	1.40	1.32
	Rural	2.25	2.32	2.14		2.29		2.06	1.98	1.98	1.90	1.90	1.82
	Urban	0.9	0.94	0.78		0.91		0.94	0.95	1.19	0.97	1.22	1.24
Serious Injuries	State Data	16398	16077	16557	16190	16227		16065	15904	15353	x	14935	14518
Occupant Protection													
Unrestrained Occupant Fatalities (all seating positions)	338	301	275	287	288		265	248	268	232	254	241	
Observed Seat Belt Use Rate (front seat outboard occupants)	84.3	84.2	85.9	85.9	88.0	83.8	85.0	86.5	85.7	88.0	86.0	86.3	
Number of Grant Funded Seat Belt Citations	21808	18152	31276	46276	x	22043	x	x	x	x	x	x	
Alcohol-Impaired Driving													
Fatalities Involving Driver or mc Operator with .08+ BAC	242	229	218	220	229		246	246	246	246	246	246	
Number of Grant Funded Impaired Driving Arrests	x	4407	2948	3971	x	3781	x	x	x	x	x	x	
Speeding													
Speeding Related Fatalities	221	234	189	213	213		203	189	216	176	207	198	
Number of Grant Funded Speeding Citations	x	34055	36987	50738	x	48202	x	x	x	x	x	x	
Motorcyclists													
Number of Motorcycle Fatalities	89	108	78	98	85		113	113	113	113	113	113	
Number of Unhelmeted Motorcyclist Fatalities	65	78	66	79	51		93	93	93	93	93	93	
Youth													
Number of Drivers under 21	139	115	97	102	112		101	92	95	83	87	79	
Pedestrians													
Number of Pedestrian Fatalities	50	32	62	43	49		50	50	44	49	43	42	

* using FARS data unless noted

FY2014 HIGHWAY SAFETY PLAN

HSP PROJECT LISTING BY PROGRAM (FUND) AREA

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

PROGRAM MANAGEMENT SALARIES BY PROGRAM AREA

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

<i>Listed percentages subject to change after contract negotiations and final project assignments. GTS will be amended accordingly at such time.</i>	P&A State	P&A Federal	AL	MC	OP	PT	TR	405OP	410
Director – Garry Thomas	70%	30%							
Chief of Plans & Programs – Jay Wall			50%		25%	25%			
Chief of Resources – Beverly Baker	70%	30%							
Accountant – Elizabeth George	70%	30%							
Administrative Assistant – Margie Blake	70%	30%							
Inventory Officer – Jackie Cornwell		100%							
Program Mgr 1 – Sherry Brown							100%		
Program Mgr 2 – Samantha Harcrow					100%				
Program Mgr 3 – Justin HySmith				100%					
Program Mgr 4 – Sabrina Mackey			100%						
Program Mgr 5 – Holly Franks						100%			
Program Mgr 6 (Media Manager) – Alice Collinsworth	70%	30%							
Data Analyst – Kathy Evans							100%		
OP Enforcement Coordinator – Lt. Ben Crockett								100%	
Impaired Driving Programs Coordinator – Toby Taylor									100%

PLANNING AND ADMINISTRATION

Planning and Administration Objectives

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

Planning and Administrative Strategies

- Develop and submit key planning documents and a comprehensive annual report.
- Develop and submit proposed highway safety-related state legislation as appropriate.
- Notify partners of proposed highway-safety related legislation.
- Brief agencies, organizations, and the public on OHSO functions.
- Initiate new, and improve existing, partnerships.
- Conduct internal review of key OHSO documents.
- Evaluate programs for the purpose of measuring effectiveness and identifying areas for improvement.
- Systematically review and update policy and procedures instructions.
- Evaluate customer satisfaction through the use of customer surveys.
- Ensure appropriate training is conducted of appropriate staff in management and oversight of Federal funds.

Planning and Administration Program Funding

Project Number:	PA-14-07-01-00		
Project Title:	Planning and Administration		
Agency:	OHSO		
Budget:	\$ 227,614.00		Source: 402
	\$227,614.00		State Funds

Description: Costs to include travel, training, office rent, office machines, office supplies, and other appropriate administrative expenditures. Personnel services to manage and provide administrative services for all Oklahoma Highway Safety Programs are reflected in the chart on page 24 (expressed as a percentage of federal funding used for each full time position).

Planning and Administration: Budget Summary

Project Number	Project Name	Budget	Budget Source
PA-14-07-01-00	Planning & Administration	277,614.00	Section 402
PA-14-07-01-00	State Match	277,614.00	State of Oklahoma
402 Total		277,614.00	
State Funds Total		277,614.00	
Total All Funds		555,228.00	

ALCOHOL/IMPAIRED DRIVING

Alcohol/Impaired Driving Problem Identification

FARS data indicates 220 alcohol-impaired driving fatalities in 2011, representing 32% of all fatalities in the State. Although overall fatalities have been declining over the past 5 years, alcohol-impaired fatalities continue to represent an increasing portion of the fatalities experienced in Oklahoma. Additionally Oklahoma ranks 46th in impaired driving fatalities and 51st in the ability to improve its fatality rate. Additional analysis of trend crash data by the University of Central Oklahoma indicates a projected future increase in alcohol-impaired traffic fatalities.

As a result, OHSO plans to implement a more robust impaired driving program, to include elements in high visibility enforcement, training, testing, and media. In addition to traditional enforcement and other associated impaired driving programs, the OHSO plans to actively participate in and provide administrative support for the Governor's Impaired Driving Prevention Advisory Council (GIDPAC). The OHSO will work in conjunction with GIDPAC in executing a statewide strategic plan to reduce the incidence of impaired driving and associated traffic crashes to improve the impaired driving situation in Oklahoma. GIDPAC is taking an active role in reviewing the Oklahoma Impaired Driving Assessment Recommendations and will approve the OHSO's statewide strategic plan by September 1, 2013. This plan will contain elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving and the Countermeasures That Work.

Alcohol/Impaired Driving Objective

To limit the projected increase in the number of fatalities involving drivers or motorcycle operators with .08+ BAC from 220 in 2011 to 246 in 2014.

Alcohol/Impaired Driving Strategies

- Impaired Driving 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.
 - Oklahoma will support the creation of regional multi-agency impaired driving task forces to further bolster impaired driving enforcement efforts across the state.
 - Support and require participation by grantee law enforcement agencies in the national and State "Drive Sober or Get Pulled Over." (DSOGPO) Crackdown, as well as all other national mobilization periods and campaigns.
 - Oklahoma will support aggressive impaired driving enforcement in the three existing Highway Safety Corridors.
 - Oklahoma will assist in coordinating, supporting and publicizing Place of Last Drink investigations by the Alcohol Beverage Licensing Enforcement (ABLE) Commission.
 - Oklahoma will assist in coordinating, supporting, publicizing, and expanding Place of Last Drink (POLD) and Trace investigations by the Alcohol Beverage Licensing Enforcement (ABLE) Commission.

- Oklahoma will encourage DUI enforcement of impaired motorcyclists in jurisdictions representing higher than normal rates of impaired motorcyclist crashes.
- Oklahoma will continue to fund DRE training for law enforcement officers.
- Targeted High Visibility Enforcement (HVE) efforts will be scheduled throughout the year, paying particular attention to implement them during high incidence times of the year and with special emphasis on impaired driving enforcement. For example, HVE efforts may take place during the Christmas and New Year's holiday seasons, St. Patrick's Day, and peak times during the summer, including Independence Day. A minimum of four (4) special emphasis periods will be conducted.
- Provide incentive awards to non-grantee law enforcement agencies in order to encourage participation in the DSOGPO campaign.
- Prosecution and Adjudication:
 - Through the continued and expanded use of a Traffic Safety Resource Prosecutor (TSRP), Oklahoma will continue to educate prosecutors on the importance of prosecutions for alcohol/drug impaired driving. The TSRP will continue to expand training for prosecutors in best practices and emerging trends for the prosecution of alcohol/drug impaired drivers.
 - Through the continued and expanded use of a State Judicial Educator (SJE), Oklahoma will educate the judiciary and court personnel on the importance of alcohol/drug impaired driving cases. The SJE will continue to expand training for the judiciary in best practices and emerging trends in the adjudication of alcohol/impaired driving cases.
- Training, Technology and Testing:
 - Oklahoma will continue support law enforcement training efforts through the Council on Law Enforcement Education and Training (CLEET). A CLEET Impaired Driving Training Coordinator will be deployed to coordinate SFST, SFST refresher, ARIDE and DRE training efforts, Statewide. This will include promotion of training available and implementation of training. Continued funding for ARIDE and DRE is included in this effort.
 - 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.
 - Oklahoma will continue to support the efforts of the Oklahoma State Bureau of Investigations to conduct blood analysis for ethanol and non-ethanol impaired driving cases.
 - Consider the purchase of a mobile Impaired Driving Command Center which would include the necessary equipment to set up DUI checkpoints anywhere within the State with on-site testing facilities. Further information will be provided for NHTSA approval if and when a decision has been made and specifications developed.
- Education and Awareness
 - Discourage impaired driving and underage drinking through paid media, earned media, sports marketing, participation in community events and production of materials as the opportunity arises.
 - Develop and deploy a comprehensive website to deliver impaired driving awareness messages and link the public to available impaired driving resources.
 - Conduct statewide attitude surveys in order to gauge awareness of impaired driving issues.
- Program Area Management

- Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Impaired Driving Prevention projects planned for FY2014.
- Through GIDPAC, Oklahoma will develop a comprehensive Statewide strategic plan to reduce the incidence of impaired driving. The Plan will include areas specific to and consistent with NHTSA’s Uniform Guidelines for Highway Safety Programs and the Countermeasures That Work.

**Alcohol/Impaired Driving Countermeasure Programs
IMPAIRED DRIVING ENFORCEMENT**

Community Impaired Driving Enforcement Projects

Project Number:	Multiple - See Impaired Driving: Budget Summary		
Project Title:	Community Impaired Driving Enforcement Programs		
Agency:	See Description and AL Budget Summary		
Budget:	See Alcohol Budget Summary	Source: 402	
		405(d)	
		164 Transfer	

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

Community Impaired Driving Projects include the following twenty-one agencies: Bixby PD, Cherokee County SO, Durant PD, Edmond PD, Kay County SO, Lincoln County SO, Logan County SO, Norman PD, Oklahoma City PD, Oklahoma County SO, Oklahoma Scenic Rivers Commission, Oklahoma State University PD, Osage County SO, Payne County SO, Sand Springs PD, Shawnee PD, Tahlequah PD, Tecumseh PD, Tulsa County SO, Tulsa PD, and Washington County SO. Eleven of these agencies will have secondary OP and/or PTS components.

Statewide High Visibility Impaired Driving Enforcement

Project Number:	164AL-14-03-02-08 M5HVE-14-03-03-08 M2HVE-14-03-06-08	
Project Title:	OHP Statewide Impaired Driving Enforcement	
Agency:	Oklahoma Highway Patrol	
Budget:	\$551,130.00 \$448,870.00 \$ 83,231.00	Source: 405(d) 164 Transfer 405(b)

Description: Using both Section 164 Transfer and Section 405(d) funds, the Oklahoma Highway Patrol will use experienced Troopers to implement a special statewide overtime traffic enforcement project, focusing on impaired driving violations. Troopers will be assigned to work overtime shifts to enforce alcohol-related traffic laws at high-risk locations in all 77 counties. In addition to participation in the DSOGPO crackdown, troopers will conduct a minimum of four (4) High Visibility Enforcement (HVE) waves throughout the year at identified times, such as Independence Day and New Years Eve. Troopers will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA. In addition to the primary impaired driving project, OHP will also conduct periodic seat belt enforcement waves, using Section 405(b) funds and under the direction of the OHSO Seat Belt Coordinator, in support of the statewide OP plan.

Project Number:	M5IDC-14-07-01-0	
Project Title:	Impaired Driving Coordinator	
Agency:	Oklahoma Highway Patrol	
Budget:	\$109,932.00	Source: 405(d)

Description: This is a full-time position with the Highway Patrol with the responsibility for oversight of the statewide OHP Statewide High Visibility Impaired Driving 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 impaired driving prevention activities.

Project Number:	AL-14-03-08-07 M2HVE-14-03-12-07	
Project Title:	Oklahoma County Impaired Driving Enforcement	
Agency:	Oklahoma County Sheriff's Office	
Budget:	\$145,500.00 \$75,000.00	Source: 402 405(b)

Description: There are two major components to this law enforcement project – impaired driving enforcement and education, and occupant protection enforcement. Using Section 402 funds, Oklahoma County patrol and traffic deputies will conduct county wide impaired driving enforcement activities in order to decrease the rate of alcohol involvement in crashes. A full time grant funded deputy will conduct impaired driving outreach and education, not only within Oklahoma County but also at other venues statewide, including care and use of the SIDNE demonstration equipment. In addition to impaired driving activities, using 405(b) funds deputies will conduct countywide seat belt enforcement as part of the statewide OP plan for increasing seat belt and child restraint use.

Law Enforcement Training Projects

Project Number:	M5TR-14-02-03-14 AL-14-02-01-14	
Project Title:	Norman PD DRE Program	
Agency:	Norman Police Department	
Budget:	\$67,000.00 \$28,884.00	Source: 405(d) 402

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

Project Number:	M5TR-14-02-04-13		
Project Title:	OACP ARIDE Training Project		
Agency:	Oklahoma Association of Chiefs of Police		
Budget:	\$68,047.00	Source:	405(d)

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

PROSECUTION AND ADJUDICATION

Project Number:	M5TR-14-02-01-11		
Project Title:	Traffic Safety Resource Prosecutor Project		
Agency:	Oklahoma District Attorneys Council		
Budget:	\$175,000.00	Source:	405(d)

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

Project Number:	M5TR-14-02-02-03		
Project Title:	ECU State Judicial Educator Project		
Agency:	East Central State University		
Budget:	\$86,000.00	Source:	405(d)

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

Project Number:	M5BAC-14-05-01-06	
Project Title:	OSBI Impaired Driving Testing Program	
Agency:	Oklahoma State Bureau of Investigation	
Budget:	\$181,000.00	Source: 405(d)

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). 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. 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 Number:	164AL-14-03-03-06 PT-14-06-01-06	
Project Title:	OSU Impaired Driving Project	
Agency:	OSU Police Department	
Budget:	\$88,564.00 \$1,500	Source: 164 Transfer 402

Description: This project will fund a full-time Project Officer with the Oklahoma State University Police Department. This officer will devote 100% of his/her time to impaired driving traffic and alcohol safety education and enforcement, with 50% dedicated to alcohol/drug education and 50% to impaired driving enforcement. He/she will develop and conduct safety presentations for the OSU community and surrounding communities on a regular basis. The assigned officer will work with the Stillwater Police Department Task Force to conduct compliance checks on local establishments serving or selling alcohol to the public, and will work with the OSU Police Department to provide “special emphasis” enforcement

targeting impaired driving and other alcohol violations during periods of increased alcohol usage, such as holidays and special events on campus.

Project Number:	M5OT-14-07-01-01	
Project Title:	Governor's Impaired Driving Prevention Advisory Council (GIDPAC)	
Agency:	Office of the Governor / OHSO	
Budget:	\$1,053,814.00	Source: 405(d)

Description: GIDPAC has been charged to submit recommendations to the Governor of Oklahoma by February 1, 2014 to address the impaired driving problem in Oklahoma. In expectation that those recommendations will include a number of items requiring funding, these funds are dedicated solely to implementation of projects to address those recommendations.

Project Number:	164AL-14-06-01-01	
Project Title:	Statewide Chemical Testing Project	
Agency:	State Board of Tests	
Budget:	\$330,000.00	Source: 164 Transfer

Description: In an endeavor to improve the breath testing capabilities of law enforcement agencies, the State Board of Tests will evaluate the use of existing Intoxilyzer equipment in order to determine how better to meet law enforcement needs for increased alcohol testing capabilities.

Project Number:	164AL-14-06-01-01	
Project Title:	CLEET Impaired Driving Training Coordinator	
Agency:	CLEET	
Budget:	\$75,000.00	Source: 164 Transfer

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

PROGRAM AREA MANAGEMENT

Project Number:	AL-14-07-01-00 K8-14-07-01-00	
Project Title:	Program Area Management	
Agency:	OHSO	
Budget:	\$124,918.92 \$90,960.00	Source: 402 410

Description: Program management for projects within the Impaired Driving Prevention Program Area will be provided by OHSO personnel to monitor and oversee programs in accordance with the chart on page 24. Travel and training may be included in the project for monitoring, workshops, and seminars.

Alcohol: Budget Summary

Project Number					Project Name	Budget	Budget Source
AL-	14-	03-	01-	13	Bixby PD	36,120.00	Section 402
PT-	14-	03-	03-	13	Bixby PD	14,039.00	Section 402
164AL-	14-	06-	01-	01	Board of Tests	330,000.00	164 Transfer Funds
164AL-	14-	03-	01-	02	Cherokee County SO	24,000.00	164 Transfer Funds
164AL-	14-	06-	01-	01	CLEET ID Training Coordinator	75,000.00	164 Transfer Funds
M5TR-	14-	02-	01-	11	DA's Council	175,000.00	Section 405D
AL-	14-	03-	02-	11	Durant PD	46,000.00	Section 402
M5TR-	14-	02-	02-	03	East Central Univ SJE	86,000.00	Section 405D
AL-	14-	03-	03-	16	Edmond PD	41,000.00	Section 402
OP-	14-	03-	05-	16	Edmond PD	39,000.00	Section 402
M50T-	14-	07-	01-	01	GIDPAC	1,053,814.00	Section 405D
M5IDC-	14-	07-	01-	00	Impaired Driving Coordinator	109,932.00	Section 405D
AL-	14-	03-	04-	06	Kay County SO	20,000.00	Section 402
AL-	14-	03-	05-	03	Lincoln County SO	15,000.00	Section 402
M2HVE-	14-	03-	02-	03	Lincoln County SO	15,000.00	Section 405B
AL-	14-	03-	06-	05	Logan County SO	35,525.00	Section 402
AL-	14-	02-	01-	14	Norman PD - DRE	28,884.00	Section 402
M5TR-	14-	02-	03-	14	Norman PD DRE	67,000.00	Section 405D
M2HVE-	14-	03-	04-	06	Norman PD	19,257.00	Section 405B
M5HVE-	14-	03-	01-	06	Norman PD	49,992.00	Section 405D
PT-	14-	03-	10-	06	Norman PD	16,500.00	Section 402
164AL-	14-	03-	02-	08	OHP - OT	448,870.00	164 Transfer Funds
M2HVE-	14-	03-	06-	08	OHP - OT	83,231.00	Section 405B
M5HVE-	14-	03-	03-	08	OHP - OT	551,130.00	Section 405D
M5TR-	14-	02-	04-	13	OK Assn. of Chief of Police	68,047.00	Section 405D

M5HVE-	14-	03-	02-	10	Oklahoma City PD	100,000.00	Section 405D
OP-	14-	03-	09-	10	Oklahoma City PD	100,000.00	Section 402
AL-	14-	03-	08-	07	Oklahoma County SO	145,500.00	Section 402
M2HVE-	14-	03-	05-	07	Oklahoma County SO	75,000.00	Section 405B
M5BAC-	14-	05-	01-	06	OSBI	181,000.00	Section 405D
164AL-	14-	03-	03-	06	OSU PD	88,564.00	164 Transfer Funds
PT-	14-	06-	01-	06	OSU PD	1,500.00	Section 402
M50T-	14-	05-	01-	10	OU Conference Planners	75,000.00	Section 405D
PT-	14-	05-	03-	10	OU Conference Pros	50,000.00	Section 402
164AL-	14-	03-	04-	03	Payne County SO	20,000.00	164 Transfer Funds
M2HVE-	14-	03-	07-	03	Payne County SO	10,000.00	Section 405B
164AL-	14-	06-	02-	00	PBTs	100,000.00	164 Transfer Funds
K8-	14-	04-	01-	00	PI&E	7,500.00	Section 410
M50T-	14-	04-	01-	00	PI&E	10,000.00	Section 405D
AL-	14-	07-	01-	00	Program Area Management	124,918.92	Section 402
K8-	14-	07-	01-	00	Program Area Management	90,960.00	Section 410
AL-	14-	03-	09-	11	Sand Springs PD	48,720.00	Section 402
164AL-	14-	03-	05-	03	Scenic Rivers Commission	20,000.00	164 Transfer Funds
M5HVE-	14-	03-	04-	08	Shawnee PD	20,000.00	Section 405D
OP-	14-	03-	12-	08	Shawnee PD	10,000.00	Section 402
K8-	14-	07-	02-	00	State Match	445,380.00	State of Oklahoma
PT-	14-	07-	02-	00	State Match	1,324,992.48	State of Oklahoma
M5BAC-	14-	06-	01-	00	Statewide Impaired Driving Mobile Command Center	350,000.00	Section 405D
AL-	14-	03-	10-	12	Tahlequah PD	15,000.00	Section 402
M2HVE-	14-	03-	10-	12	Tahlequah PD	10,000.00	Section 405B
164AL-	14-	03-	06-	04	Tecumseh PD	22,000.00	164 Transfer Funds
M5HVE-	14-	03-	05-	07	Tulsa County SO	90,426.00	Section 405D
PT-	14-	03-	15-	07	Tulsa County SO	2,000.00	Section 402
AL-	14-	03-	11-	07	Tulsa PD	48,116.00	Section 402
164AL-	14-	03-	07-	07	Tulsa PD	28,884.00	164 Transfer Funds
M2HVE-	14-	03-	11-	07	Tulsa PD	75,000.00	Section 405B
AL-	14-	03-	12-	05	Washington County SO	15,000.00	Section 402
M2HVE-	14-	03-	12-	05	Washington County SO	15,000.00	Section 405B
K8-	14-	05-	01-	00	Web page	50,000.00	Section 410
402 Total						852,822.92	
410 Total						148,460.00	
405B Total						302,488.00	
405D Total						2,987,341.00	
164 Transfer Total						1,157,318.00	
State Funds Total						1,770,372.48	
Total All Funds						7,218,802.40	

MOTORCYCLE SAFETY

Motorcycle Safety Problem Identification

After a short reprieve in motorcycle fatalities in 2010 compared to 2009 (78 and 108, respectively), the fatality trend has continued to rise with 98 motorcyclist fatalities reported in 2011. The 5 year trend continues upward, from 64 fatalities in 2006 to 98 fatalities in 2011. This steady increase has paralleled the increase in motorcycle registrations. As a result, Oklahoma remains committed to supporting and implementing sound motorcycle safety programs in the upcoming program year.

Motorcycle Safety Objective

To limit the projected increase in the number of motorcyclist fatalities from 98 in 2011 to 113 in 2014.
To limit the projected increase in the number of un-helmeted motorcyclist fatalities from 79 in 2011 to 98 in 2014.

Motorcycle Safety Strategies

- **Motorcyclist Training and Education**
 - Oklahoma will maintain and expand innovative motorcycle training programs through the statewide training programs.
 - Oklahoma will continue to increase the number of certified motorcycle safety instructors.
 - Oklahoma will take steps to ensure consistent, quality instruction in motorcycle safety training courses.
 - Oklahoma will work to increase the capacity of government, private, and non-profit entities to provide motorcycle safety training.
- **Impaired Motorcyclist Enforcement**
 - Oklahoma will encourage law enforcement agencies in areas experiencing high rates of motorcycle KAB crashes to be alert for impaired motorcyclists.
- **Communications**
 - Oklahoma will promote the benefits of training and licensing through motorcycle dealers, civic groups, social media, and other appropriate forums.
 - Oklahoma will conduct a motorcycle helmet survey and communicate the results to the media and motorcycling community along with data related to the efficacy of motorcycle helmets in reducing the risk of injury and death.
 - Oklahoma will continue to promote a safer environment for motorcyclists through “Share the Road” advertising and messaging.
- **Program Area Management**
 - Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Motorcycle Safety projects planned for FY2014.

Motorcycle Safety Programs

MOTORCYCLIST TRAINING AND EDUCATION

Project Number:	ST-MC-14-02-02-03	
Project Title:	Great Plains Tech. Center Training Program	
Agency:	Great Plains Technology Center	
Budget:	\$17,500.00	Source: State funds

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

Project Number:	ST-MC-14-02-04-02	
Project Title:	Southern Okla. Tech. Center Motorcycle Safety Education	
Agency:	Southern Oklahoma Technology Center	
Budget:	\$23,000.00	Source: State funds

Description: Oklahoma Technology Center instituted an MSF approved motorcycle training program in FY2013. In FY2014, SOTC will offer the basic rider course to all of south central Oklahoma

Project Number:	ST-MC-14-02-03-03	
Project Title:	OSU- OKC Training Program	
Agency:	OSU – OKC	
Budget:	\$21,000.00	Source: State funds

Description: OSU-OKC will continue providing motorcycle safety training at its campus in Oklahoma City. In FY2013, OSU-OKC added a three wheel motorcycle training program, the first of these in Oklahoma, and will continue this program in FY2014. Additionally, OSU-OKC will continue to provide motorcycle safety training on a regular basis.

Project Number:	M9MT-14-02-01-16	
Project Title:	Edmond Motorcycle Safety Education	
Agency:	Edmond Police Department	
Budget:	\$51,200.00	Source: 405(f)

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

Project Number:	M9MT-14-02-02-14	
Project Title:	Broken Arrow Motorcycle Safety Education	
Agency:	Broken Arrow Police Department	
Budget:	\$17,800.00	Source: 405(f)

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

Project Number:	M9MT-14-05-01-02	
Project Title:	Oklahoma Motorcycle Instruction Quality Assurance	
Agency:	Department of Public Safety	
Budget:	\$44,440.57	Source: 405(f)

Description: The Department of Public Safety will deploy a full time employee of the Driver's License Services Division to perform quality assurance monitoring on all licensed motorcycle instruction

providers in Oklahoma. The quality assurance inspector will be provided MSF Quality Assurance training under the terms of the grant.

Project Number:	MC-14-05-01-04	
Project Title:	National Guard Motorcycle Safety Training	
Agency:	Oklahoma National Guard	
Budget:	\$5,000.00	Source: State funds

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

COMMUNICATIONS

Project Number:	ST-MC-14-05-01-00	
Project Title:	Oklahoma Motorcycle Helmet Survey	
Agency:	University of Central Oklahoma	
Budget:	\$12,225.00	Source: State funds

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

PROGRAM AREA MANAGEMENT

Project Number:	MC-14-07-01-00	
Project Title:	Program Area Management	
Agency:	OHSO	
Budget:	\$74,319.01	Source: 402

Description: Program management for projects within the Motorcycle Safety Program Area will be provided by OHSO personnel to monitor and oversee programs in accordance with the chart on page 24. Travel and training may be included in the project for monitoring, workshops, and seminars.

Motorcycle Safety: Budget Summary

Project Number					Project Name	Budget	Budget Source
M9MT-	14-	02-	02-	14	Broken Arrow PD	17,800.00	Section 405F
K6-	14-	05-	01-	02	DPS - QA Coordinator	22,000.00	Section 2010
M9MT-	14-	05-	01-	02	DPS - QA Coordinator	44,440.57	Section 405F
M9MT-	14-	02-	01-	16	Edmond PD	51,200.00	Section 405F
MC-	14-	05-	01-	04	National Guard Motorcycle Safety Program	5,000.00	Section 402
M9MT-	14-	02-	03-	00	PI&E	5,730.95	Section 405F
MC-	14-	07-	01-	00	Program Area Management	74,319.01	Section 402
MC-	14-	07-	02-	00	State Match	49,622.63	State of Oklahoma
402 Total						79,319.01	
2010 Total						22,000.00	
405F Total						119,171.52	
State Funds Total						49,622.63	
Total All Funds						270,113.16	

OCCUPANT PROTECTION

Occupant Protection Problem Identification

Unrestrained passenger vehicle occupant fatalities have decreased in Oklahoma significantly over the past few years, from a high of 351 in 2006 to 287 in 2011. This represents a 18% reduction. Trends indicate further reductions in the future. However, the State's observed seat belt use rate has remained relatively unchanged since 2006. The observed seat belt use rate reported in the 2012 survey was 83.8 percent. Oklahoma's recertification rate for CPS Technicians now stands at 55.2%, above the national average, and well above historical trends in Oklahoma. Nevertheless, according to Safe Kids Worldwide studies, a vast majority of parents or caregivers struggle with properly installing child restraint seats. Preliminary survey results indicate the child restraint use rate now stands at 91.6%.

Occupant Protection Objectives

To reduce the number of unrestrained occupant fatalities (all seating positions) from 287 in 2011 to 268 in 2014.

To increase the safety belt use rate from 83.8% in 2012 (most current) to 85.0% in 2014.

Occupant Protection Strategies

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

- CPS Technician certification and re-certification training will be provided through partners and grantees, including efforts to promote higher recertification rates of existing technicians.
- Recruitment of new technicians and instructors through current partnerships and grantees, and increase services to underserved (rural) areas of the state.
- Conduct CPS workshop programs through current partnerships with a focus on educating parents and caregivers on proper child restraint use.
- Utilize Regional OHSO LELs to provide and coordinate Traffic Occupant Protection Strategies (TOPS) Training.
- Provide webinar training for nighttime occupant protection enforcement through the OHSO website.
- Partner with the Oklahoma Safety Council to promote and provide the Alive@25 Traffic Safety Program.
- Outreach and Awareness
 - The OHSO LE OP Specialist and Regional LELs will promote outreach and awareness of occupant protection best practices to communities statewide, through partnerships with LE agencies, grantees, schools, safe community groups and Oklahoma Native American Tribes.
 - Increase awareness of proper CPS use statewide through partnerships with Safe Kids Oklahoma and Tulsa Area Safe Kids.
 - Maintain a list of active Oklahoma Child Restraint Inspection Stations and upcoming car seat check events which is accessible for public information.
 - Utilize partnerships and grantees to expand programs, services, and outreach to Oklahoma's Native American population and other minority groups.
 - Participate in and promote Click It or Ticket, National CPS Week and Seat Check Saturday events statewide in an effort to increase awareness of child passenger safety laws and best practices.
 - Conduct a statewide Seat Belt Survey and Child Restraint Survey each year to determine the overall observed use of passenger safety restraints and those areas for future program focus.
 - Promote public awareness utilizing brochures, videos, television and radio PSAs, posters, press releases, promotion of special events, display booths, speakers, media campaigns, and use of OHSO's film library and educational materials.
 - Promote awareness through the OHSO webpage dedicated to occupant protection information and initiatives.
- Program Area Management

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Occupant Protection projects planned for FY2014.

**Occupant Protection Improvement Projects
OCCUPANT PROTECTION ENFORCEMENT**

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

Description: In an effort to increase seat belt use rates in Oklahoma, OHSO will provide funding to a number of select communities where seat belt use rates are below the statewide average. Our focus for FY2014 will concentrate on areas with 70% of the state’s population including specific outreach to Oklahoma’s Native American population. Law enforcement officers in those communities will enforce occupant protection laws, conduct seat belt checkpoints and seatbelt enforcement zones, including targeting unrestrained nighttime drivers. Officers will also work special emphasis in support of statewide and national traffic safety campaigns as set forth by OHSO and NHTSA. Each community will be required to conduct pre and post program surveys in order to gauge the effectiveness of their programs. In addition to enforcement efforts, communities will promote seat belt and child passenger restraint use through public information and educational efforts. Community Occupant Protection Enforcement Projects include the following thirteen agencies: Ada PD, Canadian County SO, Catoosa PD, Creek County SO, Guthrie PD, Lawton PD, Midwest City PD, Osage County SO, Pottawatomie County SO, Purcell PD, Sapulpa PD, and Tuttle PD. Of these, Midwest City PD and Sapulpa PD will have secondary components of impaired driving and PTS, respectively. In addition, eight other law enforcement projects have an occupant protection enforcement component as a secondary objective.

CHILD PASSENGER SAFETY

Project Number:	M2TR-14-02-04-16	
Project Title:	Safe Kids Oklahoma CPS Project	
Agency:	Safe Kids Oklahoma	
Budget:	\$125,000.00	Source: 405(b)

Description: Safe Kids Oklahoma will use experienced staff members to implement a Child Passenger Safety Program to include hosting and assisting with car seat check events, providing National Child Passenger Safety training certification and re-certification classes, CPS community workshops and serve as the child restraint distributor for permanent fitting stations. Community outreach will concentrate on areas with the majority of the state’s population including specific emphasis on Oklahoma’s Native American population and rural areas of Oklahoma. Project personnel will track the number of events

hosted, seat checks performed, the number of permanent fitting stations, the number of classes provided, the number of new technicians trained and progress on specified outreach each month. In addition, Safe Kids Oklahoma will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

Project Number:	M2TR-14-02-05-14	
Project Title:	Tulsa Safe Kids CPS Project	
Agency:	Tulsa Area Safe Kids	
Budget:	\$150,000.00	Source: 405(b)

Description: The Tulsa Area Safe Kids will use experienced staff members to implement a Child Passenger Safety Program to include hosting and assisting with car seat check events, providing National Child Passenger Safety training certification and re-certification classes, CPS community workshops and serve as the child restraint distributor for permanent fitting stations. Community outreach will concentrate on areas with the majority of the state’s population including specific emphasis on Oklahoma’s Native American population and rural areas of Oklahoma. Project personnel will track the number of events hosted, seat checks performed, the number of permanent fitting stations, the number of classes provided, the number of new technicians trained and progress on specified outreach each month. In addition, Safe Kids Oklahoma will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA. They will also host the annual Martha Collar Tech Reunion CPS statewide training event.

Project Number:	STCPS- 14-02-02-00	
Project Title:	CPS Technician Certification Project	
Agency:	Safe Kids Worldwide	
Budget:	\$10,000.00	Source: State Funds

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

EDUCATION AND AWARENESS

Project Number:	M2OP-14-05-01-00	
Project Title:	Seat Belt/Child Passenger Safety Survey	
Agency:	University of Central Oklahoma	
Budget:	\$55,086.00	Source: 405(b)

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

Project Number:	M2PE-14-04-01-00	
Project Title:	Occupant Protection PI&E	
Agency:	OHSO	
Budget:	\$25,000.00	Source: 405(b)

Description: Promotion of public awareness will be accomplished in a number of ways including brochures, videos, television and radio PSA's, posters, press releases, promotion of special events, display booths, speakers' bureau, media campaigns, and use of OHSO's film/video library. OHSO plans to continue its partnership with traffic safety advocates and others to promote responsible safety belt and child restraint use.

PROGRAM AREA MANAGEMENT

Project Number:	OP-14-07-01-00 M2HVE-14-07-01-00	
Project Title:	Program Area Management	
Agency:	OHSO	
Budget:	\$106,422.77 \$91,940.00	Source: 402 405(b)

Description: Program management for projects within the Occupant Protection Program Area will be provided by OHSO personnel to monitor and oversee programs, in accordance with the chart on page 24. Travel and training may be included in the project for monitoring, workshops, and seminars.

Occupant Protection: Budget Summary

Project Nu					Project Name	Budget	Budget Source
OP-	14-	03-	01-	06	Ada PD	19,884.00	Section 402
OP-	14-	03-	02-	04	Canadian County SO	24,000.00	Section 402
OP-	14-	03-	03-	03	Catoosa PD	24,000.00	Section 402
M2TR-	14-	02-	03-	00	CPS Outreach	50,000.00	Section 405B
OP-	14-	03-	04-	03	Creek County SO	18,000.00	Section 402
OP-	14-	03-	07-	01	Guthrie PD	20,000.00	Section 402
M2HVE-	14-	03-	01-	01	Grady County SO	20,000.00	Section 405B
OP-	14-	03-	08-	11	Lawton PD	27,000.00	Section 402
M2HVE-	14-	03-	03-	11	Midwest City PD	25,836.00	Section 405B
AL-	14-	03-	07-	11	Midwest City PD	25,386.00	Section 402
M2HVE-	14-	03-	99-	01	OP outreach LE	116,493.82	Section 405B
OP-	14-	03-	10-	01	Osage County SO	14,500.00	Section 402
M2PE-	14-	04-	01-	00	PI&E	25,000.00	Section 405B
M2HVE-	14-	03-	08-	04	Pottawatomie County SO	40,500.00	Section 405B
M2HVE-	14-	07-	01-	00	Program Area Management	91,940.00	Section 405B
OP-	14-	07-	01-	00	Program Area Management	106,422.77	Section 402
OP-	14-	03-	11-	10	Purcell PD	20,000.00	Section 402
M2TR-	14-	02-	04-	16	Safe Kids OK	125,000.00	Section 405B
M2HVE-	14-	03-	09-	13	Sapulpa PD	55,000.00	Section 405B
PT-	14-	03-	13-	13	Sapulpa PD	2,000.00	Section 402
M2OP-	14-	05-	01-	00	Seat Belt/Child Passenger Survey	55,086.00	Section 405B
OP-	14-	07-	02-	00	State Match	54,080.00	State of Oklahoma
PT-	14-	07-	01-	00	State Match	212,432.15	State of Oklahoma
M2TR-	14-	02-	05-	14	Tulsa Area Safe Kids	150,000.00	Section 405B
OP-	14-	03-	13-	02	Tuttle PD	10,000.00	Section 402
402 Total						311,642.77	
405B Total						754,405.82	
State Funds Total						266,512.15	
Total All Funds						1,332,560.74	

POLICE TRAFFIC SERVICES

Police Traffic Services Problem Identification

Oklahoma experienced the following serious traffic problems in 2011:

- Crashes killed 696 persons.
- Crashes seriously injured 16,898 persons.
- Alcohol related crashes killed 220 persons.
- Unsafe speed related crashes killed 213 persons.
- Motorcycle crashes killed 98 persons.
- Crashes killed 287 unrestrained occupants.

Police Traffic Services Objective

To limit the projected increase in the number of speed related fatalities from 213 in 2011 to 216 in 2014.

Police Traffic Services Strategies

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

- Enforcement:
 - Supporting sustained enforcement by state and local law enforcement officers of drug and alcohol impaired drivers, seatbelt use, and driving in excess of posted speed limits, by funding general Police Traffic Service contracts statewide.
 - Encouraging and supporting STEP projects focused on alcohol, speed, distracted and aggressive driving and occupant protection.
 - Supporting and requiring (of OHSO contracted LE agencies) participation in National and State Mobilizations such as “Click it or Ticket,” and “Drive Sober or Get Pulled Over”. Funding for law enforcement activities by OHSO is conditioned upon the agencies’ participation in these campaigns.
 - Providing incentives for non-contract law enforcement agencies in major mobilizations to encourage participation and reporting.
 - Provide more robust crash investigation techniques by developing a program within the Oklahoma Highway Patrol whereby specially trained Troopers can investigate crashes at a more detailed level on behalf of OHP and local agencies.
- Training:
 - Providing advanced crash investigation classes for law enforcement agencies to improve data collection and analysis, through our Safe Communities organizations.
 - Providing training to Project Directors and other safety advocates in managing traffic safety issues.

- Conducting workshops, speed management seminars, and other informational meetings to inform and educate traffic safety personnel and partners as appropriate or requested.
- Promote more robust driver education by developing a quality assurance program within the Department of Public Safety to ensure the development and delivery of quality driver training.
- Education and Awareness:
 - Working with not-for-profit and law enforcement agencies to enhance the driving skills of younger drivers.
 - Supporting law enforcement and non-law enforcement efforts to address young driver issues.
 - Promoting responsible driving through media campaigns, sports events, fairs and other community events.
- Program Area Management:
 - Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Police Traffic Services projects planned for FY2014.

**Police Traffic Services Projects
ENFORCEMENT**

Project Number:	Multiple	
Project Title:	See Budget Summary	
Agency:	See Description and PTS Budget Summary	
Budget:	See budget summary	Source: See budget summary

Description: Police Traffic Services projects are intended to address a variety of traffic safety issues at the local level. The law enforcement agencies listed in this section have identified a number of traffic collision problems within their jurisdictions and have proposed strategies to address them. These programs include the use of commissioned officers working overtime shifts to target high collision areas and to focus their enforcement efforts on specific causal violations based upon review of crash reports, arrest reports and citizen complaints, which will be reviewed periodically for asset reallocation. Each participating agency will be required to support NHTSA’s goals and to support both major national mobilizations - “Click It or Ticket” and “Drive Sober or Get Pulled Over”. In addition to sustained High Visibility Enforcement efforts, these agencies will commit to an active Public Information and Education component. Community PTS Enforcement Projects include twelve agencies: Alva PD, Anadarko PD, Broken Arrow PD, Choctaw PD, Enid PD, Idabel PD, Kiowa County SO, McAlester PD, Skiatook PD, Owasso PD, Ponca City PD, and Warr Acres PD. Of these, Enid PD will also have a secondary OP component. While all agencies identified as Police Traffic Services contracts will address speed management within their projects, three communities have requested assistance with a defined speed management problem: Calera PD, Madill PD, and Perkins PD. Those communities are identified as such

and listed in the Speed Enforcement chart. Those agencies which have more than one source of funding will distinguish between activities according to fund type.

SPEED ENFORCEMENT

Project Number:	Multiple	
Project Title:	Community Speed Enforcement	
Agency:	See description and Speed Enforcement budget summary	
Budget:	See budget summary	Source: 402

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

EDUCATION AND AWARENESS

Project Number:	PT-14-05-02-07 164AL-14-05-03-07	
Project Title:	OHP Regional LEL Project	
Agency:	Oklahoma Highway Patrol	
Budget:	\$387,431.50 \$85,449.00	Source: 402 164 Transfer

Description: The OHP LEL’s will implement activities in support of national highway safety goals to reduce motor vehicle related collisions, and will provide assistance to local law enforcement with regard to traffic enforcement. Public information and education events along with media releases will be used to inform the public of traffic safety issues. In addition, the OHP LEL’s will conduct visits with local law enforcement agencies in support of National Highway Safety initiatives including the “Click-It or Ticket” mobilization and the “Drive Sober or Get Pulled Over” crackdown, and will assist in post-mobilization activity reporting. The LEL’s will also become certified SFST instructors and may assist in providing SFST training to local law enforcement agencies in their respective regions as requested.

Project Number:	PT-14-05-02-07	
Project Title:	OHP Statewide Crash Team Investigation Project	
Agency:	Oklahoma Highway Patrol	
Budget:	\$10,000.00	Source: 402

Description: The Oklahoma Highway Patrol has created Crash Teams at each of the thirteen (13) Troop Headquarters. These teams are assigned within seven (7) zone areas. The patrol owns and deploys Nikon Total Stations in the patrol zones to assist troopers and other law enforcement agencies with forensic mapping abilities at crash scenes around the state. These teams are available upon request. This project will continue to provide support for OHP membership in the University of Tulsa Crash Reconstruction Consortium and provide funding for updates to existing equipment, such as software licensing fees, updates to data transfer cables, etc.

Project Number:	PT-14-04-01-00	
Project Title:	PI&E	
Agency:	OHSO	
Budget:	\$12,000.00	Source: 402

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

PROGRAM AREA MANAGEMENT

Project Number:	PT-14-07-01-00	
Project Title:	Program Area Management	
Agency:	OHSO	
Budget:	\$139,876.48	Source: 402

Description: Program management for projects within the Police Traffic Services Program Area will be provided by OHSO personnel to monitor and oversee programs, in accordance with the chart on page 24. Travel and training may be included in the project for monitoring, workshops, and seminars.

Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
PT-	14-	03-	01-	01	Alva PD	15,000.00	Section 402
PT-	14-	03-	02-	01	Anadarko PD	24,000.00	Section 402
PT-	14-	03-	04-	14	Broken Arrow PD	75,500.00	Section 402
PT-	14-	03-	05-	03	Choctaw PD	15,000.00	Section 402
PT-	14-	03-	06-	10	Enid PD	58,152.00	Section 402
OP-	14-	03-	06-	10	Enid PD	20,000.00	Section 402
PT-	14-	03-	07-	01	Idabel PD	11,762.00	Section 402
PT-	14-	03-	08-	04	Kiowa County SO	15,000.00	Section 402
PT-	14-	03-	09-	06	McAlester PD	27,994.00	Section 402
PT-	14-	03-	99-	00	Mobilization Incentives(May, Aug)	80,000.00	Section 402
164AL-	14-	05-	03-	07	OHP - LELs	85,449.00	164 Transfer Funds
PT-	14-	05-	01-	03	OHP - Troop F	10,000.00	Section 402
PT-	14-	05-	02-	07	OHP - LELs	387,431.50	Section 402
PT-	14-	03-	14-	05	Skiatook PD	24,682.00	Section 402
MC-	14-	07-	02-	00	State Match	279,999.25	State of Oklahoma
PT-	14-	03-	11-	09	Owasso PD	66,000.00	Section 402
PT-	14-	04-	01-	00	PI&E	12,000.00	Section 402
PT-	14-	03-	12-	07	Ponca City PD	38,500.00	Section 402
PT-	14-	07-	01-	00	Program Area Management	139,876.48	Section 402
PT-	14-	03-	16-	04	Warr Acres PD	13,650.00	Section 402
402 Total						1,034,547.98	
164 Transfer Total						85,449.00	
State Funds Total						279,999.25	
Total All Funds						1,399,996.23	

Speed Enforcement Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
SE-	14-	03-	01-	06	Calera PD	20,000.00	Section 402
SE-	14-	03-	02-	06	Madill PD	29,815.00	Section 402
SE-	14-	03-	03-	01	Perkins PD	8,333.00	Section 402
MC-	14-	07-	02-	00	State Match	14,537.00	State of Oklahoma
402 Total						58,148.00	
State Funds Total						14,537.00	
Total All Funds						72,685.00	

TRAFFIC RECORDS

Traffic Records Problem Identification

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

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

Improvement in the core traffic record systems within the Department of Public Safety has been identified as a problem that needs to be addressed through 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.

Traffic Records Objectives

To continue to expand the capabilities of ODOT's Safe-T crash reporting system.

To promote the use of the successfully tested online Collision Reporting System (CRS) in FY2014.

To explore the feasibility of expansion of TraCS implementation beyond the current users in FY2014 and beyond.

Traffic Records Strategies

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

Traffic Records Projects

Project Number:	K9-14-05-01-07	
Project Title:	DPS - TraCS/Traffic Records Support	
Agency:	Department of Public Safety	
Budget:	\$122,004.00	Source: 408

Description: This multifaceted project involves the continued implementation and enhancement of the Traffic and Criminal Software (TraCS) mobile data collection system. This will provide technical support for continued improvement of Oklahoma traffic records and on-line crash reporting systems and to provide extended services and support, through use of 100% dedicated IT employees.

Project Number:	TR-14-05-02-00	
Project Title:	TraCS	
Agency:	Iowa DOT	
Budget:	\$45,000.00	Source: 402

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

Project Number:	M3DA-14-06-02-07	
Project Title:	OU Software Development & Integration	
Agency:	OU Board of Regents	
Budget:	\$155,000.00	Source: 408

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

Project Number:	K9-13-06-03-10	
Project Title:	OU SAFE-T Project	
Agency:	OU Board of Regents	
Budget:	\$55,000.00	Source: 408

Description: This project will continue the partnership between the OHSO, ODOT and the University of Oklahoma ITS Lab for the continued enhancement of a user-friendly interactive software package for reporting and analyzing roadway data. The program is also a tool for making recommendations and predicting probability of various construction and highway enhancement projects. FY2014 enhancements will include continued improvements in the current framework for integrating GIS/GPS data from the Tulsa Metro Area to allow for improved analysis and reporting capabilities.

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

Description: The University of Central Oklahoma – School of Mathematics will assist the State of Oklahoma in analyzing various forms of data in order to assist all state agencies with a traffic safety component in producing statewide collision reduction goals. Additionally, UCO will assist the individual agencies by producing data reports to meet the agency’s specific needs. The objective of the project is to provide an extremely granular analysis of the available data in order to improve proposed countermeasures. The data analyzed may be traditional traffic records, i.e., crash reports, vehicle miles traveled, citation data, and licensing data. But UCO may analyze other data as well, i.e. – demographic data, economic data, tax data, and weather data.

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

Description: The Fatal Analysis Reporting System (FARS) provides a complete census of all fatal traffic crashes and contains relevant statistics drawn from information provided by individual FARS analysts in

each State. Beginning January 1, 2006, with the implementation of Fast FARS, analysts forward preliminary data to the national database from fatal crashes within hours of notification by law enforcement agencies statewide. The National Highway Traffic Safety Administration (NHTSA) publishes compilations of states' data in its annual Traffic Safety Facts book.

Project Number:	M3DA-14-05-01-00 TR-14-05-01-00 K9-14-05-02-00	
Project Title:	Traffic Records Council Data Projects	
Agency:	TBD	
Budget:	\$1,021,991.32 \$315,818.47 \$101,315.00	Source: 405(c) 402 408

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

PROGRAM AREA MANAGEMENT

Project Number:	TR-14-07-01-00 K9-14-07-01-00	
Project Title:	Program Area Management	
Agency:	OHSO	
Budget:	\$143,874.78 \$2,681.00	Source: 402 408

Description: Program management for projects within the Police Traffic Services Program Area will be provided by OHSO personnel to monitor and oversee programs, in accordance with the chart on page 24. Travel and training may be included in the project for monitoring, workshops, and seminars.

Traffic Records: Budget Summary

Project Number					Project Name	Budget	Budget Source
K9-	14-	05-	02-	00	Data Projects-TBD by TR Council	101,315.00	Section 408
M3DA-	14-	05-	01-	00	Data Projects-TBD by TR Council	1,021,991.32	Section 405C
TR-	14-	05-	01-	00	Data Projects-TBD by TR Council	315,818.47	Section 402
K9-	14-	05-	01-	07	DPS - TraCS/Traffic Records Support	122,004.00	Section 408
TR-	14-	05-	02-	00	Iowa DOT	45,000.00	Section 402
M3DA-	14-	06-	02-	08	OU, Board of Regents - Software Development	100,000.00	Section 405C
M3DA-	14-	06-	03-	11	OU, Board of Regents -Safe-T	30,000.00	Section 405C
K9-	14-	07-	01-	00	Program Area Management	2,681.00	Section 408
TR-	14-	07-	01-	00	Program Area Management	143,084.78	Section 402
K9-	14-	07-	02-	00	State Match	56,500.00	State of Oklahoma
PT-	14-	07-	02-	00	State Match	418,072.71	State of Oklahoma
TR-	14-	05-	03-	00	UCO - Data Analysis	16,396.26	Section 402
DTNH22-12-H-00134					FARS	70,000.00	Cooperative Agreement
402 Total						520,299.51	
408 Total						226,000.00	
405C Total						1,151,991.32	
NHTSA Cooperative Agreement						70,000.00	
State Funds Total						474,572.71	
Total All Funds						2,442,863.54	

RAILROAD SAFETY

Railroad Safety Problem Identification

Over the past five years, Oklahoma ranked 20th nationwide in the number of collisions at highway rail grade crossings, with 264 collisions reported resulting in 26 deaths. We have realized a 8 percent decrease in collisions and a 22 percent decrease in fatalities over the last four years. A Northwestern University statistical study concluded that at least 20% of the reduction in fatalities can be attributed to safety education.

Railroad Safety Objectives

To reduce the number of persons killed or seriously injured at rail grade crossings by 20% from 13 in 2011 to 10 in 2014 (state data).

Railroad Safety Strategies

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

Railroad Safety Projects

Project Number:	RH-14-02-01-10	
Project Title:	Operation Lifesaver Railroad Safety Project	
Agency:	Oklahoma Operation Lifesaver	
Budget:	\$37,500.00	Source: 402

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

Railroad/Highway Crossings: Budget Summary

Project Number	Project Name	Budget	Budget Source
RH- 14- 02- 01- 10	OK Operation Lifesaver	37,500.00	Section 402
PT- 14- 07- 02- 00	State Match	9,375.00	State of Oklahoma
402 Total		37,500.00	
State Funds Total		9,375.00	
Total All Funds		46,875.00	

DRIVER EDUCATION

Driver Education Problem Identification

In 2011, there were 102 drivers under the age of 21 involved in fatality crashes in Oklahoma compared to a high of 139 in 2008 – representing a decline of 27% over that 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 is anticipated and designed to increase participation in these schools dramatically. As such, the programs identified are designed to impact the number of serious motor vehicle crashes involving young drivers.

Driver Education Objectives

To reduce the number of drivers under the age of 21 involved in fatality crashes from 102 in 2011 to 95 in 2014.

Driver Education Strategies

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

Driver Education Projects

Project Number:	DE-14-02-01-04	
Project Title:	Alive at 25	
Agency:	Oklahoma Safety Council	
Budget:	\$32,500.00	Source: 402

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

Project Number:	DE-14-05-01-02	
Project Title:	Driver Education Quality Assurance Project	
Agency:	Oklahoma Department of Public Safety	
Budget:	\$226,337.14	Source: 402

Description: This project reflects the realization that a driver education instructor who spends multiple hours with a student will likely have a bigger impact on the student’s future driving behavior than a driver license examiner who spends 30 minutes with them. As such, the Oklahoma Department of Public Safety will implement a pilot project in the Driver’s License Services Division of quality assurance. This program, implemented during FY2013, will allow the written and physical driving examination of the commercial school to replace the existing testing process administered by a DPS DL Examiner and would be sufficient to result in the issuance of their restricted GDL. This program will insure consistent, quality driver instruction is provided by licensed driver education schools and instructors in Oklahoma. Resources dedicated to this project will fund two positions within the Department of Public Safety to conduct inspections, site visits, and regulatory interventions, thereby increasing the quality and consistency of driver education statewide. It is the intent of the Department of Public Safety to continue this pilot project with the first year’s funding (FY2013) being 100% federal; second year funding (FY2014) at 75% federal and 25% state; third year funding (FY2015) at 50% federal and 50% state, and fourth year funding (FY2016) at 100% state funds.

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

Driver Education: Budget Summary

Project Number					Project Name	Budget	Budget Source
DE-	14-	05-	01-	02	DPS - QA DL	226,337.14	Section 402
DE-	14-	02-	01-	04	OK Safety Council	32,500.00	Section 402
MC-	14-	07-	02-	00	State Match	45,959.25	State of Oklahoma
PT-	14-	07-	02-	00	State Match	18,750.04	State of Oklahoma
402 Total						258,837.14	
State Funds Total						64,709.29	
Total All Funds						323,546.43	

PAID MEDIA

Project Number:	164PM-14-02-01-04 M2PE-14-02-01-03 M5PEM-14-02-01-03 PM-14-02-01-04 K8PM-14-02-01-03	
Project Title:	Paid Media	
Agency:	Jordan Advertising	
Budget:	\$769,700.00	Source: 164 Transfer
	\$170,000.00	405(b)
	\$153,921.56	405(d)
	\$100,000.00	402
	\$10,000.00	410

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

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

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

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

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

SPORTS MARKETING

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

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

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

Sports marketing through appropriate vendors will reach sports fans at the University of Oklahoma, Oklahoma State University, Tulsa University, and the OKC RedHawks in FY14.

Other Marketing Efforts

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

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.

Paid Media: Budget Summary

Project Number					Project Name	Budget	Budget Source
PM-	14-	02-	01-	04	Jordan Advertising	100,000.00	Section 402
164PM-	14-	02-	01-	04	Jordan Advertising	769,700.00	164 Transfer Funds
K8PM-	14-	02-	01-	03	Jordan Advertising	10,000.00	Section 410
M2PE-	14-	02-	01-	03	Jordan Advertising	170,000.00	Section 405B
M5PEM-	14-	02-	01-	03	Jordan Advertising	153,921.56	Section 405D
M2PE-	14-	02-	02-	00B	Learfield - OSU	12,669.00	Section 405B
M5PEM-	14-	02-	02-	00B	Learfield - OSU	126,690.00	Section 405D
M2PE-	14-	02-	02-	00A	Learfield - OU	19,950.00	Section 405B
M5PEM-	14-	02-	02-	00A	Learfield - OU	199,500.00	Section 405D
M2PE-	14-	02-	02-	00C	Learfield - Tulsa Golden Hurricanes	1,650.00	Section 405B
M5PEM-	14-	02-	02-	00C	Learfield - Tulsa Golden Hurricanes	16,500.00	Section 405D
M2PE-	14-	02-	02-	00D	Redhawks	10,000.00	Section 405B
M5PEM-	14-	02-	02-	00D	Redhawks	61,400.00	Section 405D
K8-	14-	07-	02-	00	State Match	30,000.00	State of Oklahoma
MC-	14-	07-	02-	00	State Match	43,981.09	State of Oklahoma
PT-	14-	07-	02-	00	State Match	285,533.66	State of Oklahoma
402 Total						100,000.00	
410 Total						10,000.00	
164 Transfer Total						769,700.00	
405B Total						214,269.00	
405D Total						558,011.56	
State Funds Total						359,514.75	
Total All Funds						2,011,495.31	

EQUIPMENT REQUEST
OK FY2014 HSP Equipment List

<u>Item</u>	<u>Agency</u>	<u>Project No.</u>	<u>Type</u>	<u>Amount</u>	<u>Qty</u>	<u>Total</u>	<u>Source</u>	<u>Pg</u>
1	Madill PD	SE-14-03-02-06	Speed Trailer	\$8,500.00	1	\$8,500.00	402	48
2	Perkins PD	SE-14-03-03-01	Speed Trailer	\$8,400.00	1	\$8,400.00	402	48
3	Payne Co SO	164AL-14-03-05-03	Video Camera	\$5,000.00	2	\$10,000.00	164 Transfer	33
4	<i>*See note</i>	M5BAC-14-06-01-00	Mobile Command Center	\$350,000.00	1	[\$350,000.00]	405(d)	26

TOTAL \$26,900.00

***The Mobile Command Center is *not* being submitted for approval at this time and therefore is not included in the total shown, but is listed as advisory in nature only as funding has been identified to support it as part of the Alcohol/Impaired Driving Strategies / Training, Technology and Testing section of the Highway Safety Plan. Request for approval and justification will be submitted as required at the appropriate time.**

JUSTIFICATION

Item 1: Madill is a small city located adjacent to Lake Texhoma, a major tourist attraction in Oklahoma. With limited personnel and resources, the speed trailer will assist Madill PD in its efforts to address their speed problem by acting as a force multiplier to supplement their grant funded speed abatement project.

Item 2: Perkins is a small town located along a major state highway (SH33) abutting the southern end of the Payne County Traffic Safety Corridor. With very limited personnel and resources, overtime was not a viable option to slow down speeding vehicles along the stretch of roadway within the city limits. The speed trailer will act as a force multiplier by increasing the perception of enforcement. Perkins PD has identified a plan as to how, when and where the speed trailer will be utilized and how the Police Department will, to the best of their ability, enhance enforcement in conjunction with use of the trailer.

Item 3: The Payne County Sheriff's Office, along with the OHP, are the main partners in the Payne County Traffic Safety Corridor. The Sheriff's Office will support their Impaired Driving Project by purchasing two dashboard video cameras for use by deputies working impaired driving enforcement shifts.

APPENDICES

Appendix A to Part 1200 – Certifications and Assurances

Appendix B – NHTSA Performance Survey

Appendix C – HSP Cost Summary

Appendix D – HSP Match Review

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

State: Oklahoma

Fiscal Year: 2014

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 excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

POLICY 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.

 6/27/2013

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 May, 2013

Background and Methodology

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

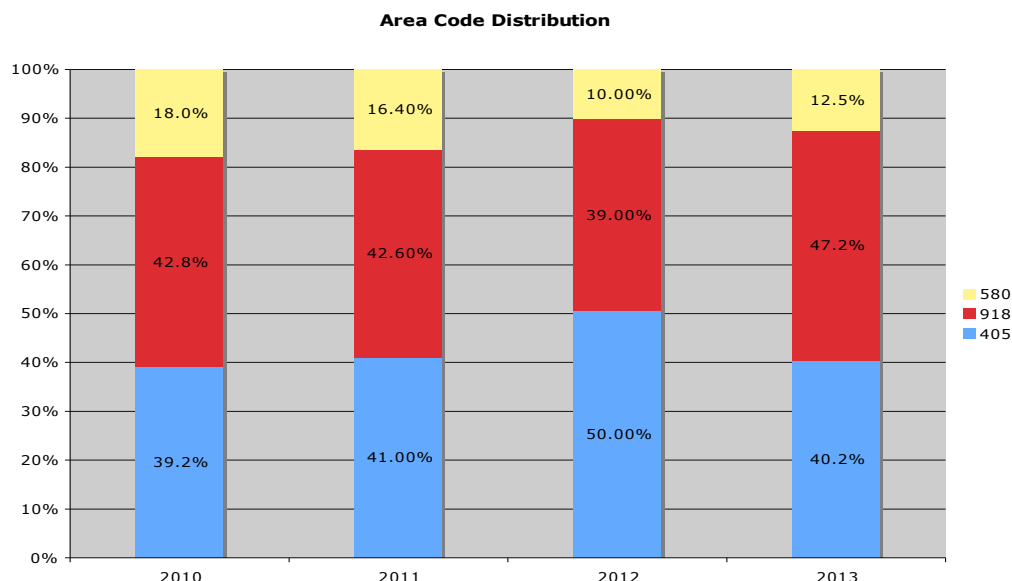
In past years, surveys were conducted using an online methodology, from July 12-27, 2010, from July 18-21, 2011, and July 2-9, 2012. This year data was collected using the same online methodology May 7-12, 2013. Each year, five hundred respondents were randomly selected from across Oklahoma and asked to complete a short online survey about driving behavior and awareness (margin of error = ± 4.38%). In 2013, 502 people responded.

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

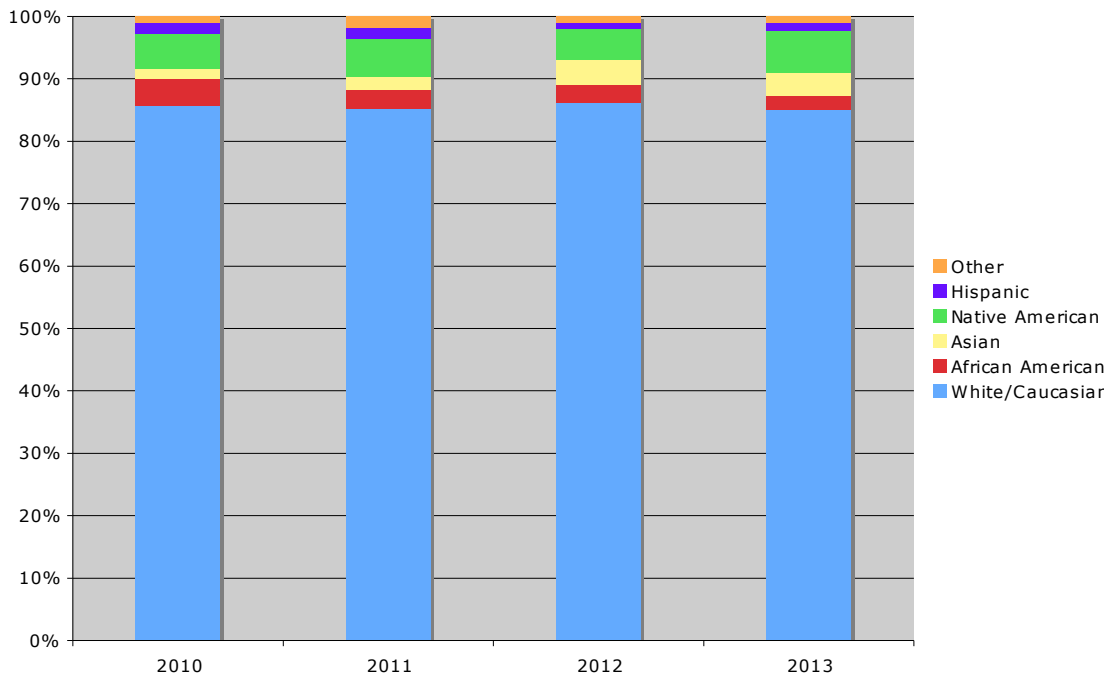
2013 Demographics

Respondents to the randomly sampled population of Oklahoma drivers accurately reflect the overall demographic profile of the state. The gender breakdown of respondents was within the margin of error: 50.2% of respondents are male and 49.8% female.

Area Code and racial distributions are as expected for the state, as seen in the figures



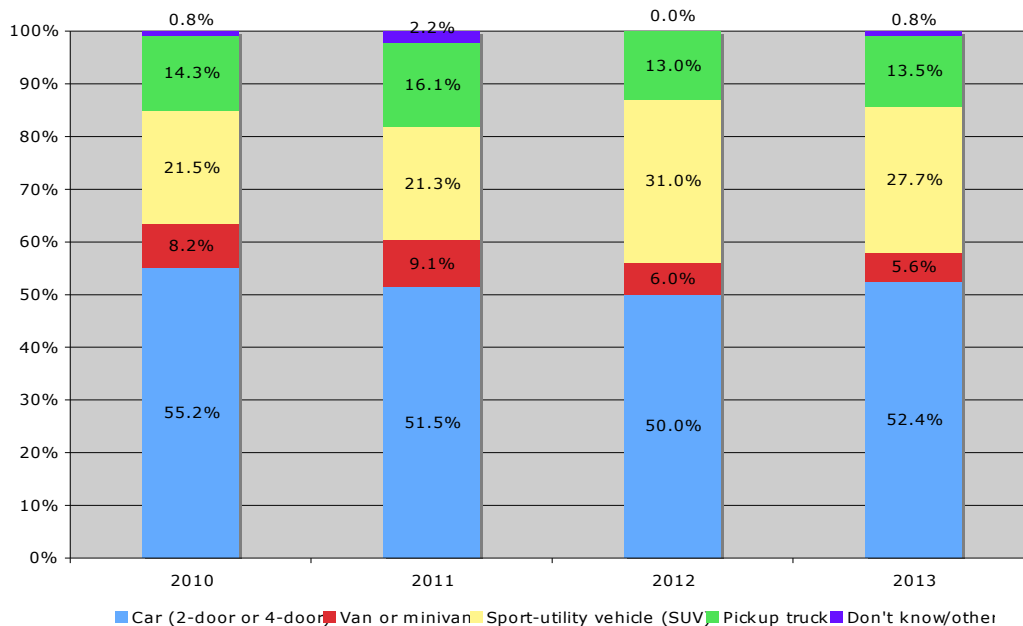
Race Distribution



below.

Among respondents, half (52.4%) report driving a 2- or 4-door car most of the time, compared to 5.6% who drive a van or minivan, 27.7% who drive an SUV, and 13.5% who drive a pickup truck. The 2013 data do not represent any departures from past year's statistics regarding demographics; including race, gender, area code and type of vehicle

Type of Vehicle Driven



driven.

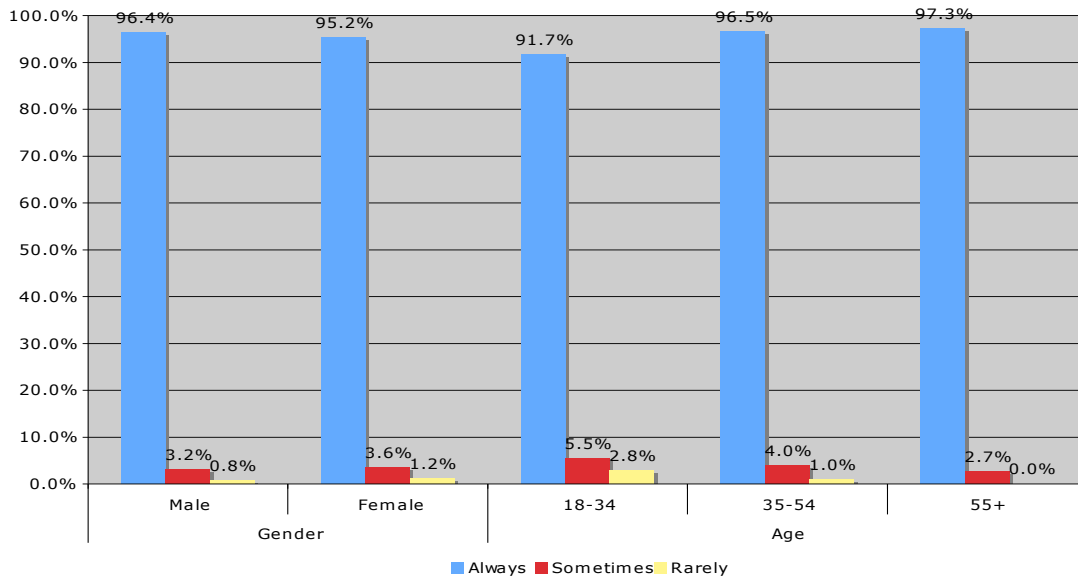
Seat Belt Use and Attitudes

Those reporting they “always” wear their seat belt when driving or riding in a motor vehicle has spiked to its highest level (95.8%) since the inception of this performance measures project. As in past years, nearly all respondents (99.2%) reported wearing a seat belt when the “always” and “sometimes” categories are collapsed together. Seat belt data has been collected for several years, since mandatory seat belt laws in Oklahoma were passed. While each year it appears seat belt use (“always” wear) has reached market saturation - the numbers have been steady in the low 90-percent ranges for several years – this recent spike *might* be indicative of the lag in seat belt *ticketing* laws reaching their intended target. In other words, while it has been possible for law enforcement officers to hand out tickets to unbelted passengers since November 1, 1997, the market may just now be responding to receipt of tickets impacting behavior change. On the other hand, the high percentage of those reporting always wearing a seat belt is within the margin of error for past years; therefore this may simply be a random sample with a higher than usual “always wear” reportage. This year zero respondents reported never wearing their seat belt, while in the past there have been “die hard” hold-outs who refuse to comply (around 1% “never” wear a belt), accounting for those who report never wearing a safety restraint while operating or occupying a passenger vehicle.

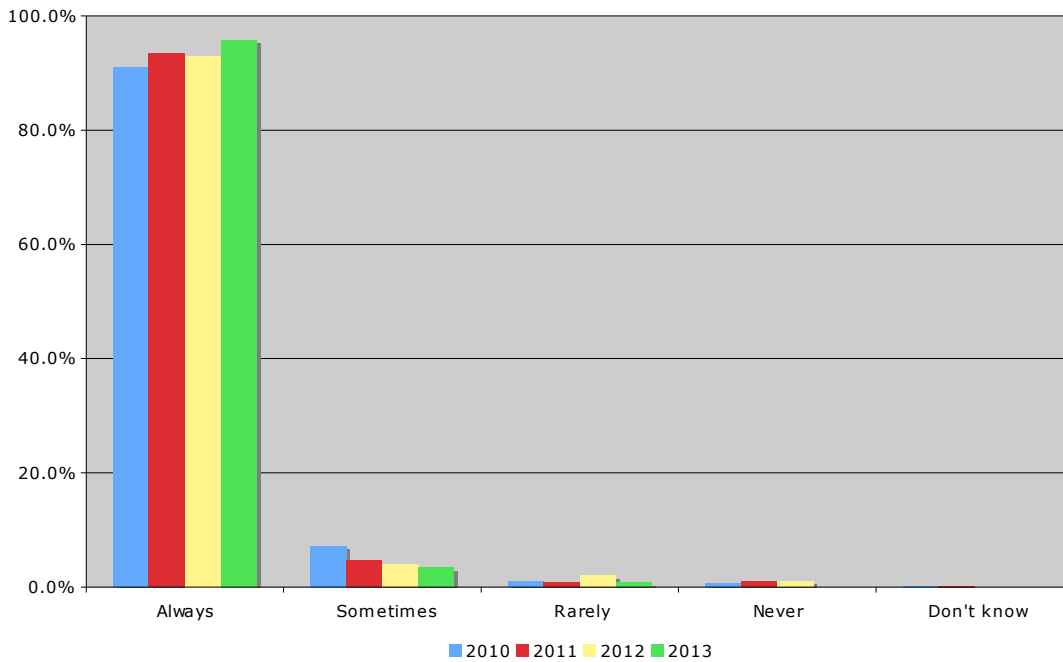
In years past, females were more likely than males to report always using a safety belt, but in 2013 we see males more likely than females to report always wearing a seat belt (96.4% to 95.2% respectively). While these numbers are well within the margin of error and do not represent statistically significant differences, it is interesting that males edged out females this year.

A shift has also occurred among varying collapsed age brackets and constant seat belt use. In 2010, 2011 and 2012, those in the 35-54 year age bracket were more likely than those younger (18-34) or older (55+) to report ‘always’ use of safety restraint. In 2013, the eldest drivers are most likely to always wear their restraint (97.3%) followed by the middle

Seat Belt Use 2013



Seat Belt Use 2010-2013

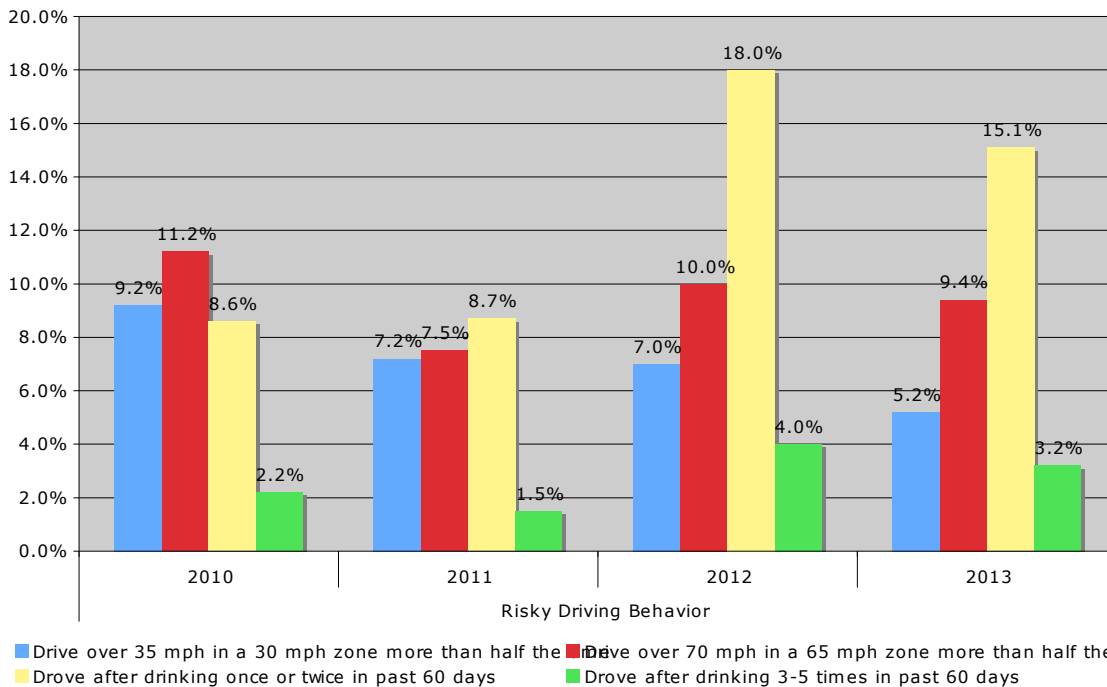


age group (96.5%) and the youngest drivers (91.7%). There are no significant differences in seat belt use between residents in the three different are codes.

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

Risky Driving Behavior

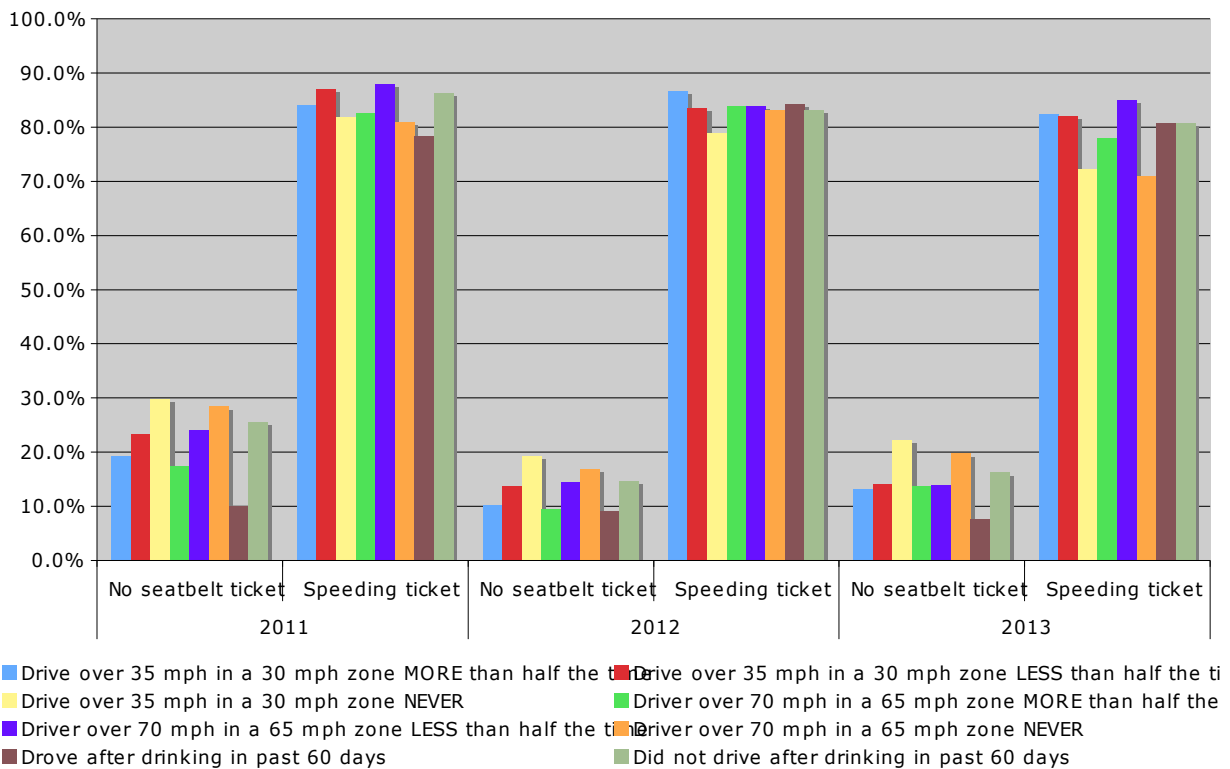


beverages once or twice, or who reports driving more than five miles over the speed limit more than half of the time (see figure below).

The data surrounding drinking and driving behavior are lower in 2013 than in 2012 (which experienced an inexplicable spike). Those who drove "once or twice" after having at least two alcoholic beverages was 18% in 2012 and is down to 15.1% in 2013. However, the numbers are still up from 2010 and 2011 (8.6% and 8.7%, respectively). In the past, the survey waves have occurred in July and the Fourth of July weekend has been included in the past 60 days of reference for drinking and driving behavior. In 2013, the survey was conducted in early May and did not include the Memorial Day weekend, so the higher drinking and driving numbers (15.1%) is still quite elevated from the 2010 and 2011 survey waves.

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

Risky Driving Versus Perception of Risk



over the speed limit, the more likely they are to believe a person has a high chance of receiving a speeding ticket.

Perception of Risk of Receiving Ticket Based on Personal Driving Behavior						
	2011		2012		2013	
	Ticket for No Seatbelt	Speeding ticket	Ticket for No Seatbelt	Speeding ticket	Ticket for No Seatbelt	Speeding ticket
Drive over 35 mph in a 30 mph zone MORE than half the time	19.3%	84.1%	10.2%	86.7%	13.2%	82.4%
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%
Drive over 35 mph in a 30 mph zone NEVER	29.8%	81.9%	19.3%	79.0%	22.2%	72.2%
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%
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%
Driver over 70 mph in a 65 mph zone NEVER	28.4%	80.9%	16.9%	83.1%	19.8%	71.0%

	Awareness of Risky Driving Reduction Efforts by Law Enforcement								
	2011			2012			2013		
	Aware	Not Aware	Don't Know	Aware	Not Aware	Don't Know	Aware	Not Aware	Don't Know
Drive over 35 mph in a 30 mph zone MORE than half the time	46.6%	46.6%	6.8%	62.2%	33.1%	4.7%	41.8%	57.1%	1.1%

Comparing those who drove after drinking in the past sixty days to those who did not drink and drive, drinking drivers are more than twice as likely (16.3% to 7.7%) to believe someone has a high likelihood of getting a ticket for not wearing a seatbelt. Interestingly, this perception does not hold for receipt of a ticket for speeding. Those who drank and drove compared to those who did not (in the past 60 days) are equally likely to believe a driver has a high likelihood of receiving a speeding ticket (80.8%, drinkers and 80.7%, non-drinkers). Across all survey years, among those more inclined to exhibit risky driving behavior the perceptions of being penalized for law-breaking were different than those who did not participate in risky behavior.

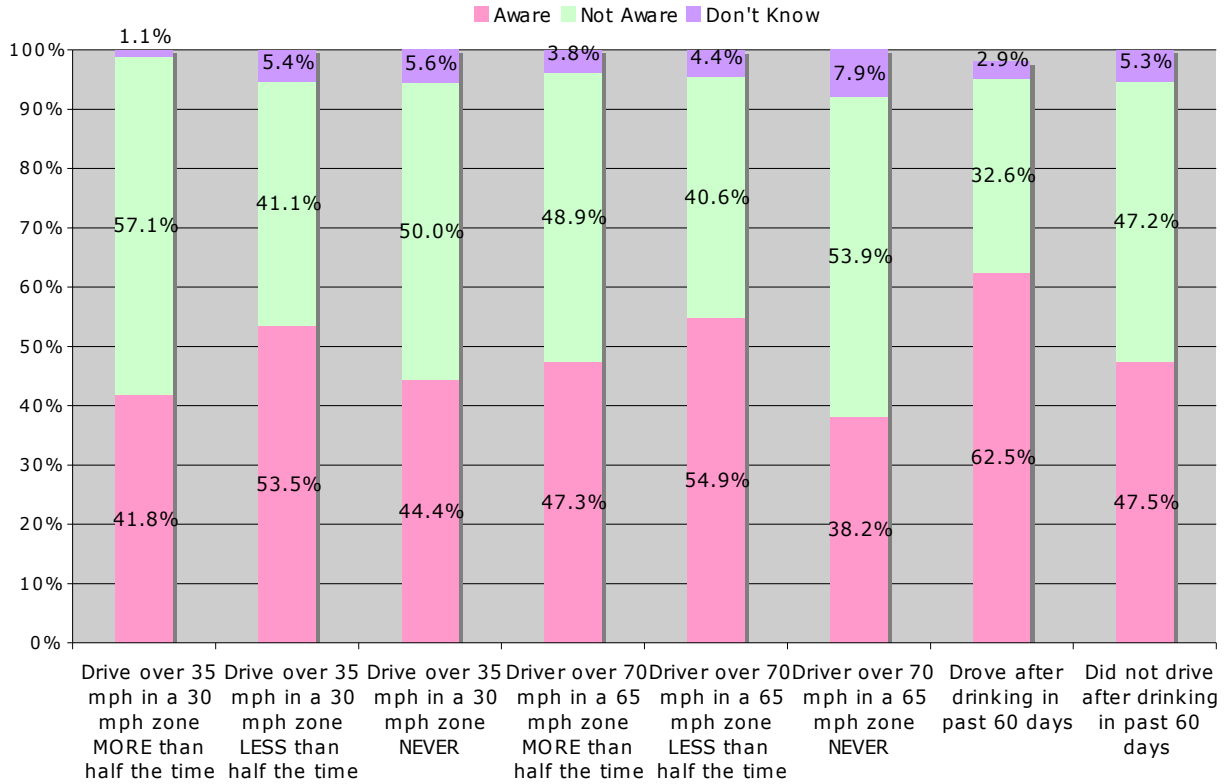
Awareness of Law Enforcement Efforts Regarding Influenced Driving

When looking again at the pattern of risky driving behavior and perceptions of law enforcement messages or efforts to reduce influenced driving, there are interesting patterns. First of all, those who reported having operated a motor vehicle after having at least one drink in the past 60 days are more aware of law enforcement messages regarding influenced driving than those who have not driven after drinking, a pattern which holds for 2011, 2012 and 2013 (see table and figures below).

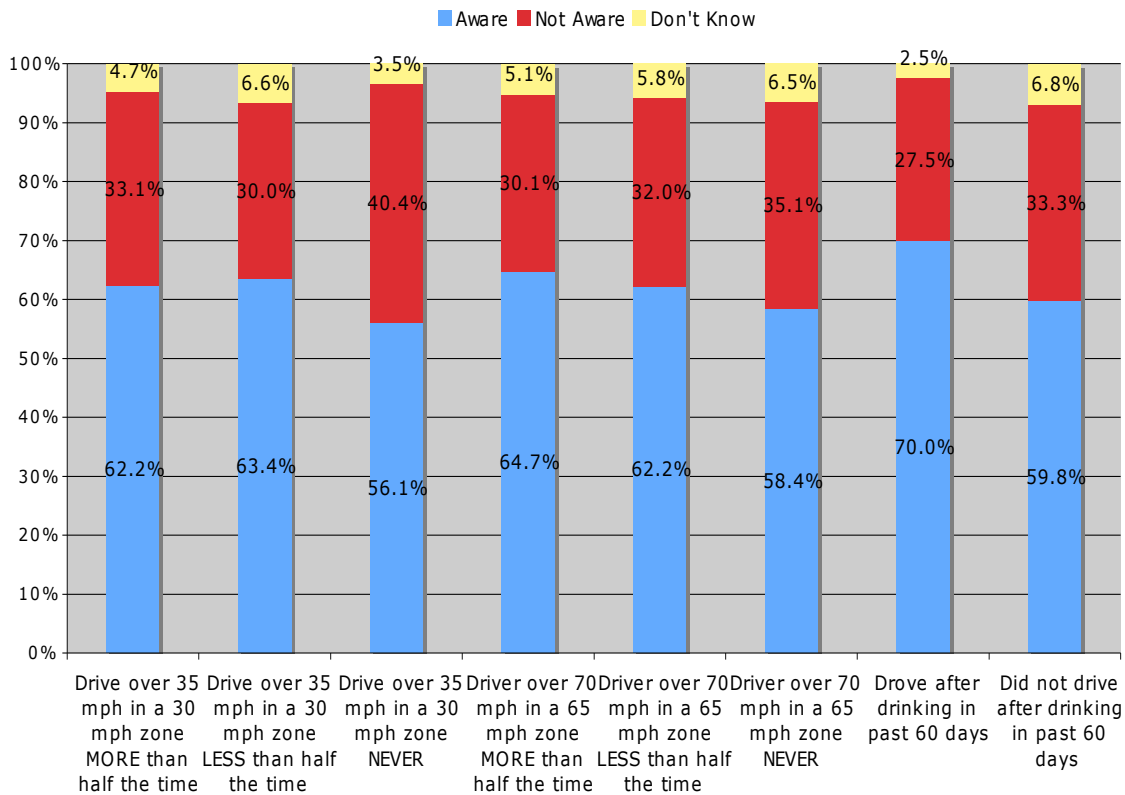
Drive over 35 mph in a 30 mph zone LESS than half the time	54.8%	37.9%	7.3%	63.4%	30.0%	6.6%	53.5%	41.1%	5.4%
Drive over 35 mph in a 30 mph zone NEVER	52.1%	43.6%	4.3%	56.1%	40.4%	3.5%	44.4%	50.0%	5.6%
Driver over 70 mph in a 65 mph zone MORE than half the time	46.8%	43.1%	10.1%	64.7%	30.1%	5.1%	47.3%	48.9%	3.8%
Driver over 70 mph in a 65 mph zone LESS than half the time	55.6%	37.2%	7.1%	62.2%	32.0%	5.8%	54.9%	40.6%	4.4%
Driver over 70 mph in a 65 mph zone NEVER	51.1%	45.4%	3.5%	58.4%	35.1%	6.5%	38.2%	53.9%	7.9%
Drove after drinking in past 60 days	56.7%	38.3%	5.0%	70.0%	27.5%	2.5%	62.5%	32.6%	2.9%
Did not drive after drinking in past 60 days	52.1%	41.1%	6.8%	59.8%	33.3%	6.8%	47.5%	47.2%	5.3%

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

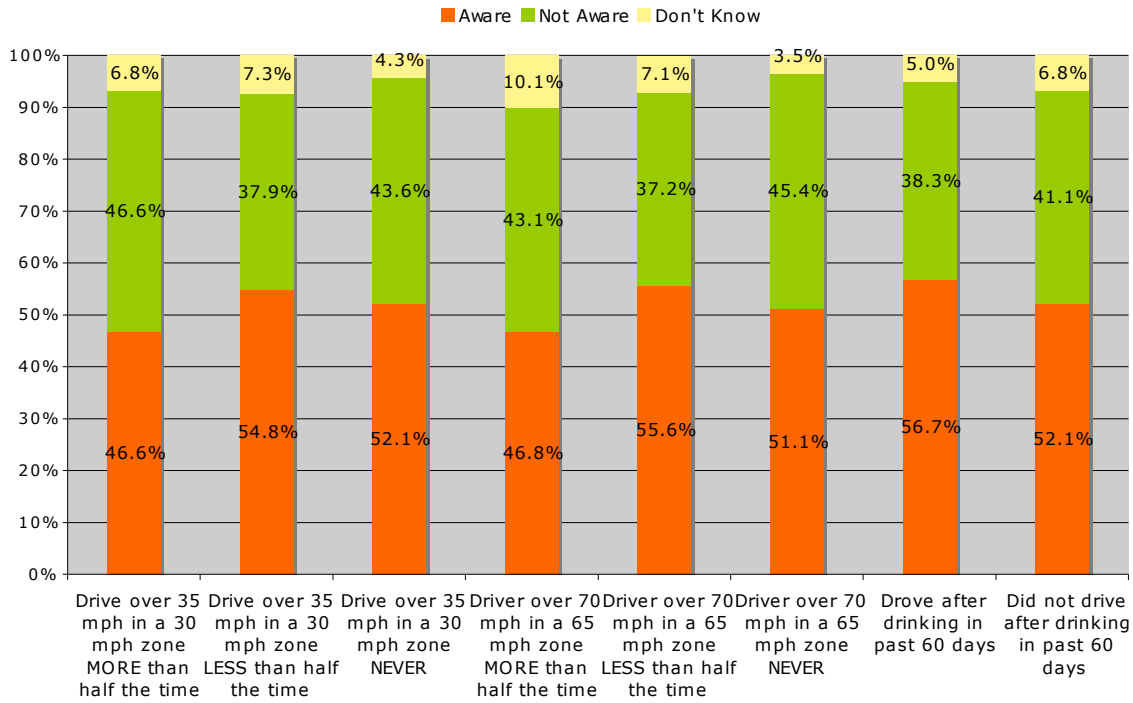
Awareness of Law Enforcement Efforts Regarding Influenced Driving 2013



Awareness of Law Enforcement Efforts Regarding Influenced Driving 2012



Awareness of Law Enforcement Efforts Regarding Influenced Driving 2011



For the most part, there have been no significant changes in data patterns in the past four survey cycles (2010 - 2013). Data will continually be tracked in the future to determine if any changes arise, or if trending patterns hold steady.

U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014 HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA						
NHTSA 402						
Planning and Administration						
	PA-2014-07-01-00	Planning & Administration		\$277,614.00	\$277,614.00	\$0.00
	Planning and Administration Total			\$277,614.00	\$277,614.00	\$0.00
Alcohol						
	AL-2014-03-01-13	Bixby PD		\$0.00	\$36,120.00	\$0.00
	AL-2014-03-02-11	Durant PD		\$0.00	\$46,000.00	\$0.00
	AL-2014-03-03-16	Edmond PD		\$0.00	\$41,000.00	\$0.00
	AL-2014-03-04-06	Kay County SO		\$0.00	\$20,000.00	\$0.00
	AL-2014-03-05-03	Lincoln County SO		\$0.00	\$15,000.00	\$0.00
	AL-2014-03-06-05	Logan County SO		\$0.00	\$35,525.00	\$0.00
	AL-2014-03-07-11	Midwest City PD		\$0.00	\$25,386.00	\$0.00
	AL-2014-03-08-07	Oklahoma County SO		\$0.00	\$145,500.00	\$0.00
	AL-2014-03-09-11	Sand Springs PD		\$0.00	\$48,720.00	\$0.00
	AL-2014-03-10-12	Tahlequah PD		\$0.00	\$15,000.00	\$0.00
	AL-2014-03-11-07	Tulsa PD		\$0.00	\$48,116.00	\$0.00
	AL-2014-03-12-05	Washington County SO		\$0.00	\$15,000.00	\$0.00
	AL-2014-07-01-00	Program Area Management		\$0.00	\$44,918.92	\$80,000.00
	AL-2014-02-01-14	Norman PD - DRE		\$0.00	\$28,884.00	\$0.00
	Alcohol Total			\$0.00	\$565,169.92	\$80,000.00
Motorcycle Safety						
	MC-2014-05-01-04	Nat'l Guard Motorcycle Safety Program		\$0.00	\$5,000.00	\$0.00
	MC-2014-07-01-00	Program Area Management		\$0.00	\$49,319.01	\$25,000.00
	MC-2014-07-02-00	State Match		\$390,699.00	\$0.00	\$0.00
	Motorcycle Safety Total			\$390,699.00	\$54,319.01	\$25,000.00
Occupant Protection						
	OP-2014-03-01-06	Ada PD		\$0.00	\$19,884.00	\$0.00
	OP-2014-03-02-04	Canadian County SO		\$0.00	\$24,000.00	\$0.00
	OP-2014-03-03-03	Catoosa PD		\$0.00	\$24,000.00	\$0.00

U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014 HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	OP-2014-03-04-03	Creek County SO	\$.00	\$18,000.00	\$.00	\$18,000.00
	OP-2014-03-05-16	Edmond PD	\$.00	\$39,000.00	\$.00	\$39,000.00
	OP-2014-03-06-10	Enid PD	\$.00	\$78,152.00	\$.00	\$78,152.00
	OP-2014-03-07-01	Guthrie PD	\$.00	\$20,000.00	\$.00	\$20,000.00
	OP-2014-03-08-11	Lawton PD	\$.00	\$27,000.00	\$.00	\$27,000.00
	OP-2014-03-09-10	Oklahoma City PD	\$.00	\$100,000.00	\$.00	\$100,000.00
	OP-2014-03-10-01	Osage County SO	\$.00	\$14,500.00	\$.00	\$14,500.00
	OP-2014-03-11-10	Purcell PD	\$.00	\$20,000.00	\$.00	\$20,000.00
	OP-2014-03-12-08	Shawnee PD	\$.00	\$10,000.00	\$.00	\$10,000.00
	OP-2014-07-01-00	Program Area Management	\$.00	\$26,422.77	\$80,000.00	\$.00
	OP-2014-07-02-00	State Match	\$54,080.00	\$.00	\$.00	\$.00
	OP-2014-03-13-02	Tuttle PD	\$.00	\$10,000.00	\$.00	\$10,000.00
	Occupant Protection Total		\$54,080.00	\$430,958.77	\$80,000.00	\$404,536.00
Police Traffic Services						
	PT-2014-03-01-01	Alva PD	\$.00	\$15,000.00	\$.00	\$15,000.00
	PT-2014-03-02-01	Anadarko PD	\$.00	\$24,000.00	\$.00	\$24,000.00
	PT-2014-03-03-13	Bixby PD	\$.00	\$14,039.00	\$.00	\$14,039.00
	PT-2014-03-04-14	Broken Arrow PD	\$.00	\$75,500.00	\$.00	\$75,500.00
	PT-2014-03-05-03	Choctaw PD	\$.00	\$15,000.00	\$.00	\$15,000.00
	PT-2014-03-06-10	Enid PD	\$.00	\$58,152.00	\$.00	\$58,152.00
	PT-2014-03-07-01	Idabel PD	\$.00	\$11,762.00	\$.00	\$11,762.00
	PT-2014-03-08-04	Kiowa County SO	\$.00	\$15,000.00	\$.00	\$15,000.00
	PT-2014-03-09-06	McAlester PD	\$.00	\$27,994.00	\$.00	\$27,994.00
	PT-2014-03-10-06	Norman PD	\$.00	\$16,500.00	\$.00	\$16,500.00
	PT-2014-03-11-09	Owasso PD	\$.00	\$66,000.00	\$.00	\$66,000.00
	PT-2014-03-12-07	Ponca City PD	\$.00	\$38,500.00	\$.00	\$38,500.00
	PT-2014-03-13-13	Sapulpa PD	\$.00	\$2,000.00	\$.00	\$2,000.00
	PT-2014-03-14-05	Skiatook PD	\$.00	\$24,682.00	\$.00	\$24,682.00
	PT-2014-03-15-07	Tulsa County SO	\$.00	\$2,000.00	\$.00	\$2,000.00
	PT-2014-03-16-04	Warr Acres PD	\$.00	\$13,650.00	\$.00	\$13,650.00

U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014 HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local	
	PT-2014-03-99-00	Mobilization Incentives		\$0.00	\$64,000.00	\$16,000.00	\$80,000.00
	PT-2014-04-01-00	PI&E		\$0.00	\$12,000.00	\$0.00	\$0.00
	PT-2014-05-01-03	OHP - Troop F		\$0.00	\$10,000.00	\$0.00	\$0.00
	PT-2014-05-02-07	OHP - LELs		\$0.00	\$307,431.50	\$80,000.00	\$0.00
	PT-2014-05-03-10	OU Conference Pros		\$0.00	\$50,000.00	\$0.00	\$14,000.00
	PT-2014-07-01-00	Program Area Management		\$0.00	\$64,876.48	\$75,000.00	\$0.00
	PT-2014-07-02-00	State Match		\$1,904,957.89	\$0.00	\$0.00	\$0.00
	PT-2014-06-01-06	OSU PD		\$0.00	\$1,500.00	\$0.00	\$0.00
	Police Traffic Services Total			\$1,904,957.89	\$929,586.98	\$171,000.00	\$513,779.00
Traffic Records							
	TR-2014-05-01-00	Data Projects - TBD by TR Council		\$0.00	\$315,818.47	\$0.00	\$0.00
	TR-2014-05-02-00	Iowa DOT		\$0.00	\$45,000.00	\$0.00	\$0.00
	TR-2014-05-03-00	UCO - Data Analysis		\$0.00	\$16,396.26	\$0.00	\$0.00
	TR-2014-07-01-00	Program Area Management		\$0.00	\$119,005.78	\$24,079.00	\$0.00
	Traffic Records Total			\$0.00	\$496,220.51	\$24,079.00	\$0.00
Driver Education							
	DE-2014-02-01-04	OK Safety Council		\$0.00	\$32,500.00	\$0.00	\$0.00
	DE-2014-05-01-02	DPS - QA DL		\$0.00	\$226,337.14	\$0.00	\$0.00
	Driver Education Total			\$0.00	\$258,837.14	\$0.00	\$0.00
Railroad/Highway Crossings							
	RH-2014-02-01-10	OK Operation Lifesaver		\$0.00	\$37,500.00	\$0.00	\$0.00
	Railroad/Highway Crossings Total			\$0.00	\$37,500.00	\$0.00	\$0.00
Speed Enforcement							
	SE-2014-03-01-06	Calera PD		\$0.00	\$20,000.00	\$0.00	\$20,000.00
	SE-2014-03-02-06	Madill PD		\$0.00	\$29,815.00	\$0.00	\$29,815.00
	SE-2014-03-03-01	Perkins PD		\$0.00	\$8,333.00	\$0.00	\$8,333.00
	Speed Enforcement Total			\$0.00	\$58,148.00	\$0.00	\$58,148.00
Paid Advertising							
	PM-2014-02-01-04	Jordan Advertising		\$0.00	\$100,000.00	\$0.00	\$100,000.00
	Paid Advertising Total			\$0.00	\$100,000.00	\$0.00	\$100,000.00

U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014 HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA 402 Total			\$2,627,350.89	\$3,208,354.33	\$380,079.00	\$1,596,714.00
408 Data Program SAFETEA-LU						
	K9-2014-05-01-07	DPS - TraCS/Traffic Records Support	\$.00	\$.00	\$122,004.00	\$.00
	K9-2014-05-02-00	Data Projects - TBD by TR Council	\$.00	\$.00	\$101,315.00	\$.00
	K9-2014-07-01-00	Program Area Management	\$.00	\$.00	\$2,681.00	\$.00
	K9-2014-07-02-00	State Match	\$56,500.00	\$.00	\$.00	\$.00
408 Data Program Incentive Total			\$56,500.00	\$.00	\$226,000.00	\$.00
408 Data Program SAFETEA-LU Total			\$56,500.00	\$.00	\$226,000.00	\$.00
410 Alcohol SAFETEA-LU						
	K8-2014-04-01-00	PI&E	\$.00	\$.00	\$7,500.00	\$.00
	K8-2014-05-01-00	Web Page	\$.00	\$.00	\$50,000.00	\$.00
	K8-2014-07-01-00	Program Area Management	\$.00	\$.00	\$90,960.00	\$.00
	K8-2014-07-02-00	State Match	\$475,380.00	\$.00	\$.00	\$.00
410 Alcohol SAFETEA-LU Total			\$475,380.00	\$.00	\$148,460.00	\$.00
410 Alcohol SAFETEA-LU Paid Media						
	K8PM-2014-02-01-03	Jordan Advertising	\$.00	\$.00	\$10,000.00	\$.00
410 Alcohol SAFETEA-LU Paid Media Total			\$.00	\$.00	\$10,000.00	\$.00
410 Alcohol SAFETEA-LU Total			\$475,380.00	\$.00	\$158,460.00	\$.00
2010 Motorcycle Safety						
	K6-2014-05-01-02	DPS - QA Coordinator	\$.00	\$.00	\$22,000.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$22,000.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$22,000.00	\$.00
164 Transfer Funds						
	164AL-2014-03-02-08	OHP - OT	\$.00	\$.00	\$448,870.00	\$.00
	164AL-2014-06-01-01	Board of Test	\$.00	\$.00	\$330,000.00	\$.00
	164AL-2014-03-01-02	Cherokee County SO	\$.00	\$.00	\$24,000.00	\$24,000.00
	164AL-2014-03-03-06	OSU PD	\$.00	\$.00	\$88,564.00	\$.00
	164AL-2014-03-04-03	Payne County SO	\$.00	\$.00	\$20,000.00	\$20,000.00
	164AL-2014-03-05-03	Scenic Rivers Commission	\$.00	\$.00	\$20,000.00	\$.00
	164AL-2014-03-06-04	Tecumseh PD	\$.00	\$.00	\$22,000.00	\$22,000.00

U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014 HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	164AL-2014-03-07-07	Tulsa PD		\$.00	\$28,884.00	\$28,884.00
	164AL-2014-05-02-01	Cleet Coordinator		\$.00	\$75,000.00	\$75,000.00
	164AL-2014-05-03-07	OHP - LELs		\$.00	\$85,449.00	\$.00
	164AL-2014-06-02-00	PBTs		\$.00	\$100,000.00	\$.00
	164 Alcohol Total			\$.00	\$1,242,767.00	\$169,884.00
164 Paid Media						
	164PM-2014-02-01-03	Jordan Advertising		\$.00	\$769,700.00	\$769,700.00
	164 Paid Media Total			\$.00	\$769,700.00	\$769,700.00
	164 Transfer Funds Total			\$.00	\$2,012,467.00	\$939,584.00
MAP 21 405b OP Low						
	M2HVE-2014-03-01-01	Grady County SO		\$.00	\$10,000.00	\$.00
	M2HVE-2014-03-02-03	Lincoln County SO		\$.00	\$7,500.00	\$.00
	M2HVE-2014-03-03-11	Midwest City PD		\$.00	\$12,918.00	\$.00
	M2HVE-2014-03-04-06	Norman PD		\$.00	\$9,628.50	\$.00
	M2HVE-2014-03-05-07	Oklahoma County SO		\$.00	\$37,500.00	\$.00
	M2HVE-2014-03-06-08	OHP - OT		\$.00	\$41,615.50	\$.00
	M2HVE-2014-03-07-03	Payne County SO		\$.00	\$5,000.00	\$.00
	M2HVE-2014-03-08-04	Pottawatomie County SO		\$.00	\$20,250.00	\$.00
	M2HVE-2014-03-09-13	Sapulpa PD		\$.00	\$27,500.00	\$.00
	M2HVE-2014-03-10-12	Tahlequah PD		\$.00	\$5,000.00	\$.00
	M2HVE-2014-03-11-07	Tulsa PD		\$.00	\$37,500.00	\$.00
	M2HVE-2014-03-12-05	Washington County SO		\$.00	\$7,500.00	\$.00
	M2HVE-2014-03-99-01	OP Outreach - LE		\$.00	\$58,246.91	\$.00
	M2HVE-2014-07-01-00	Program Area Management		\$.00	\$45,970.00	\$.00
	405b Low HVE Total			\$.00	\$326,128.91	\$326,128.91
405b Low Training						
	M2TR-2014-02-03-00	CPS Outreach		\$.00	\$25,000.00	\$.00
	M2TR-2014-02-04-16	Safe Kids OK		\$.00	\$62,500.00	\$.00
	M2TR-2014-02-05-14	Tulsa Area Safe Kids		\$.00	\$75,000.00	\$.00
	405b Low Training Total			\$.00	\$162,500.00	\$.00

U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014 HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local	
405b Low Public Education							
	M2PE-2014-02-01-03	Jordan Advertising		\$0.00	\$85,000.00	\$85,000.00	\$0.00
	M2PE-2014-02-02-00	Sports Marketing		\$0.00	\$22,134.50	\$22,134.50	\$0.00
	M2PE-2014-04-01-00	PI&E		\$0.00	\$12,500.00	\$12,500.00	\$0.00
	405b Low Public Education Total			\$0.00	\$119,634.50	\$119,634.50	\$0.00
405b Low OP Information System							
	M2OP-2014-05-01-00	Seat Belt/Child Passenger Survey		\$0.00	\$27,543.00	\$27,543.00	\$0.00
	405b Low OP Information System Total			\$0.00	\$27,543.00	\$27,543.00	\$0.00
	MAP 21 405b OP Low Total			\$0.00	\$635,806.41	\$635,806.41	\$0.00
MAP 21 405c Data Program							
	M3DA-2014-05-01-00	Data Projects - TBD by TR Council		\$0.00	\$510,995.66	\$510,995.66	\$0.00
	M3DA-2014-06-02-08	OU - Software Development		\$0.00	\$50,000.00	\$50,000.00	\$0.00
	M3DA-2014-06-03-11	OU - Safe T		\$0.00	\$15,000.00	\$15,000.00	\$0.00
	405c Data Program Total			\$0.00	\$575,995.66	\$575,995.66	\$0.00
	MAP 21 405c Data Program Total			\$0.00	\$575,995.66	\$575,995.66	\$0.00
MAP 21 405d Impaired Driving Mid							
	M5HVE-2014-03-01-06	Norman PD		\$0.00	\$24,996.00	\$24,996.00	\$0.00
	M5HVE-2014-03-02-10	Oklahoma City PD		\$0.00	\$50,000.00	\$50,000.00	\$0.00
	M5HVE-2014-03-03-08	OHP - OT		\$0.00	\$275,565.00	\$275,565.00	\$0.00
	M5HVE-2014-03-04-08	Shawnee PD		\$0.00	\$10,000.00	\$10,000.00	\$0.00
	M5HVE-2014-03-05-07	Tulsa County SO		\$0.00	\$45,213.00	\$45,213.00	\$0.00
	405d Mid HVE Total			\$0.00	\$405,774.00	\$405,774.00	\$0.00
405d Mid ID Coordinator							
	M5IDC-2014-07-01-00	Impaired Driving Coordinator		\$0.00	\$54,966.00	\$54,966.00	\$0.00
	405d Mid ID Coordinator Total			\$0.00	\$54,966.00	\$54,966.00	\$0.00
405d Mid BAC Testing/Reporting							
	M5BAC-2014-05-01-06	OSBI		\$0.00	\$90,500.00	\$90,500.00	\$0.00
	M5BAC-2014-06-01-00	Statewide Impaired Driving Mobile Comman		\$0.00	\$175,000.00	\$175,000.00	\$0.00
	405d Mid BAC Testing/Reporting Total			\$0.00	\$265,500.00	\$265,500.00	\$0.00
405d Mid Paid/Earned Media							

U. S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014 HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local	
	M5PEM-2014-02-01-03	Jordan Advertising		\$0.00	\$76,960.78	\$76,960.78	\$0.00
	M5PEM-2014-02-02-00	Sports Marketing		\$0.00	\$202,045.00	\$202,045.00	\$0.00
	405d Mid Paid/Earned Media Total			\$0.00	\$279,005.78	\$279,005.78	\$0.00
405d Mid Training							
	M5TR-2014-02-01-11	District Atty's Council		\$0.00	\$87,500.00	\$87,500.00	\$0.00
	M5TR-2014-02-02-03	East Central Univ - SJE		\$0.00	\$43,000.00	\$43,000.00	\$0.00
	M5TR-2014-02-03-14	Norman PD - DRE		\$0.00	\$33,500.00	\$33,500.00	\$0.00
	M5TR-2014-02-04-13	OK Assn. of Chiefs of Police		\$0.00	\$34,023.50	\$34,023.50	\$0.00
	405d Mid Training Total			\$0.00	\$198,023.50	\$198,023.50	\$0.00
405d Mid Other Based on Problem ID							
	M5OT-2014-04-01-00	PI&E		\$0.00	\$5,000.00	\$5,000.00	\$0.00
	M5OT-2014-05-01-10	OU Conference Pros		\$0.00	\$37,500.00	\$37,500.00	\$0.00
	M5OT-2014-07-01-01	GIDPAC		\$0.00	\$526,907.00	\$526,907.00	\$0.00
	405d Mid Other Based on Problem ID Total			\$0.00	\$569,407.00	\$569,407.00	\$0.00
	MAP 21 405d Impaired Driving Mid Total			\$0.00	\$1,772,676.28	\$1,772,676.28	\$0.00
MAP 21 405f Motorcycle Programs							
	M9MT-2014-02-02-14	Broken Arrow PD		\$0.00	\$8,900.00	\$8,900.00	\$0.00
	M9MT-2014-05-01-02	DPS - QA Coordinator		\$0.00	\$22,220.29	\$22,220.28	\$0.00
	M9MT-2014-02-01-16	Edmond PD		\$0.00	\$25,600.00	\$25,600.00	\$0.00
	M9MT-2014-04-01-00	PI&E		\$0.00	\$2,865.47	\$2,865.48	\$0.00
	405f Motorcyclist Training Total			\$0.00	\$59,585.76	\$59,585.76	\$0.00
	MAP 21 405f Motorcycle Programs Total			\$0.00	\$59,585.76	\$59,585.76	\$0.00
	Total			\$3,159,230.89	\$6,252,418.44	\$5,843,070.11	\$2,536,298.00
	NHTSA Total			\$3,159,230.89	\$6,252,418.44	\$5,843,070.11	\$2,536,298.00

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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-2014-07-01-00	\$277,614.00	\$277,614.00 50%	\$277,614.00	\$0.00	\$0.00 0%	\$277,614.00 50%	\$277,614.00 100%
Planning and Administration Total		\$277,614.00	\$277,614.00 50%	\$277,614.00	\$0.00	\$0.00 0%	\$277,614.00 50%	\$277,614.00 100%
Alcohol								
	AL-2014-03-01-13	\$36,120.00	\$0.00 0%	\$36,120.00	\$0.00	\$36,120.00 100%		
	AL-2014-03-10-12	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	AL-2014-03-09-11	\$48,720.00	\$0.00 0%	\$48,720.00	\$0.00	\$48,720.00 100%		
	AL-2014-03-08-07	\$145,500.00	\$0.00 0%	\$145,500.00	\$0.00	\$145,500.00 100%		
	AL-2014-03-07-11	\$25,386.00	\$0.00 0%	\$25,386.00	\$0.00	\$25,386.00 100%		
	AL-2014-07-01-00	\$124,918.92	\$0.00 0%	\$44,918.92	\$80,000.00	\$0.00 0%		
	AL-2014-03-12-05	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	AL-2014-02-01-14	\$28,884.00	\$0.00 0%	\$28,884.00	\$0.00	\$28,884.00 100%		
	AL-2014-03-11-07	\$48,116.00	\$0.00 0%	\$48,116.00	\$0.00	\$48,116.00 100%		
	AL-2014-03-02-11	\$46,000.00	\$0.00 0%	\$46,000.00	\$0.00	\$46,000.00 100%		
	AL-2014-03-03-16	\$41,000.00	\$0.00 0%	\$41,000.00	\$0.00	\$41,000.00 100%		
	AL-2014-03-04-06	\$20,000.00	\$0.00 0%	\$20,000.00	\$0.00	\$20,000.00 100%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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-2014-03-05-03	\$15,000.00	\$.00 0%	\$15,000.00	\$.00	\$15,000.00	100%	
	AL-2014-03-06-05	\$35,525.00	\$.00 0%	\$35,525.00	\$.00	\$35,525.00	100%	
	Alcohol Total	\$645,169.92	\$.00 0%	\$565,169.92	\$80,000.00	\$520,251.00	81%	
Motorcycle Safety								
	MC-2014-07-02-00	\$.00	\$390,699.00 100%	\$.00	\$.00	\$.00	0%	
	MC-2014-07-01-00	\$74,319.01	\$.00 0%	\$49,319.01	\$25,000.00	\$.00	0%	
	MC-2014-05-01-04	\$5,000.00	\$.00 0%	\$5,000.00	\$.00	\$.00	0%	
	Motorcycle Safety Total	\$79,319.01	\$390,699.00 83%	\$54,319.01	\$25,000.00	\$.00	0%	
Occupant Protection								
	OP-2014-07-02-00	\$.00	\$54,080.00 100%	\$.00	\$.00	\$.00	0%	
	OP-2014-07-01-00	\$106,422.77	\$.00 0%	\$26,422.77	\$80,000.00	\$.00	0%	
	OP-2014-03-13-02	\$10,000.00	\$.00 0%	\$10,000.00	\$.00	\$10,000.00	100%	
	OP-2014-03-12-08	\$10,000.00	\$.00 0%	\$10,000.00	\$.00	\$10,000.00	100%	
	OP-2014-03-09-10	\$100,000.00	\$.00 0%	\$100,000.00	\$.00	\$100,000.00	100%	
	OP-2014-03-10-01	\$14,500.00	\$.00 0%	\$14,500.00	\$.00	\$14,500.00	100%	
	OP-2014-03-11-10	\$20,000.00	\$.00 0%	\$20,000.00	\$.00	\$20,000.00	100%	

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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)
	OP-2014-03-01-06	\$19,884.00	\$.00 0%	\$19,884.00	\$.00	\$19,884.00 100%		
	OP-2014-03-02-04	\$24,000.00	\$.00 0%	\$24,000.00	\$.00	\$24,000.00 100%		
	OP-2014-03-03-03	\$24,000.00	\$.00 0%	\$24,000.00	\$.00	\$24,000.00 100%		
	OP-2014-03-04-03	\$18,000.00	\$.00 0%	\$18,000.00	\$.00	\$18,000.00 100%		
	OP-2014-03-05-16	\$39,000.00	\$.00 0%	\$39,000.00	\$.00	\$39,000.00 100%		
	OP-2014-03-06-10	\$78,152.00	\$.00 0%	\$78,152.00	\$.00	\$78,152.00 100%		
	OP-2014-03-07-01	\$20,000.00	\$.00 0%	\$20,000.00	\$.00	\$20,000.00 100%		
	OP-2014-03-08-11	\$27,000.00	\$.00 0%	\$27,000.00	\$.00	\$27,000.00 100%		
	Occupant Protection Total	\$510,958.77	\$54,080.00 10%	\$430,958.77	\$80,000.00	\$404,536.00 79%		
Police Traffic Services								
	PT-2014-07-01-00	\$139,876.48	\$.00 0%	\$64,876.48	\$75,000.00	\$.00 0%		
	PT-2014-07-02-00	\$.00	\$1,904,957.89 100%	\$.00	\$.00	\$.00 0%		
	PT-2014-03-01-01	\$15,000.00	\$.00 0%	\$15,000.00	\$.00	\$15,000.00 100%		
	PT-2014-03-02-01	\$24,000.00	\$.00 0%	\$24,000.00	\$.00	\$24,000.00 100%		
	PT-2014-03-03-13	\$14,039.00	\$.00 0%	\$14,039.00	\$.00	\$14,039.00 100%		
	PT-2014-03-04-14	\$75,500.00	\$.00 0%	\$75,500.00	\$.00	\$75,500.00 100%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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-2014-03-05-03	\$15,000.00	\$.00 0%	\$15,000.00	\$.00	\$15,000.00 100%		
	PT-2014-03-06-10	\$58,152.00	\$.00 0%	\$58,152.00	\$.00	\$58,152.00 100%		
	PT-2014-03-07-01	\$11,762.00	\$.00 0%	\$11,762.00	\$.00	\$11,762.00 100%		
	PT-2014-03-08-04	\$15,000.00	\$.00 0%	\$15,000.00	\$.00	\$15,000.00 100%		
	PT-2014-03-09-06	\$27,994.00	\$.00 0%	\$27,994.00	\$.00	\$27,994.00 100%		
	PT-2014-03-10-06	\$16,500.00	\$.00 0%	\$16,500.00	\$.00	\$16,500.00 100%		
	PT-2014-03-11-09	\$66,000.00	\$.00 0%	\$66,000.00	\$.00	\$66,000.00 100%		
	PT-2014-03-12-07	\$38,500.00	\$.00 0%	\$38,500.00	\$.00	\$38,500.00 100%		
	PT-2014-03-13-13	\$2,000.00	\$.00 0%	\$2,000.00	\$.00	\$2,000.00 100%		
	PT-2014-03-14-05	\$24,682.00	\$.00 0%	\$24,682.00	\$.00	\$24,682.00 100%		
	PT-2014-03-15-07	\$2,000.00	\$.00 0%	\$2,000.00	\$.00	\$2,000.00 100%		
	PT-2014-03-16-04	\$13,650.00	\$.00 0%	\$13,650.00	\$.00	\$13,650.00 100%		
	PT-2014-03-99-00	\$80,000.00	\$.00 0%	\$64,000.00	\$16,000.00	\$80,000.00 100%		
	PT-2014-04-01-00	\$12,000.00	\$.00 0%	\$12,000.00	\$.00	\$.00 0%		
	PT-2014-05-01-03	\$10,000.00	\$.00 0%	\$10,000.00	\$.00	\$.00 0%		
	PT-2014-05-02-07	\$387,431.50	\$.00 0%	\$307,431.50	\$80,000.00	\$.00 0%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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-2014-05-03-10	\$50,000.00	\$0.00 0%	\$50,000.00	\$0.00	\$14,000.00 28%		
	PT-2014-06-01-06	\$1,500.00	\$0.00 0%	\$1,500.00	\$0.00	\$0.00 0%		
	Police Traffic Services Total	\$1,100,586.98	\$1,904,957.89 63%	\$929,586.98	\$171,000.00	\$513,779.00 47%		
Traffic Records								
	TR-2014-05-01-00	\$315,818.47	\$0.00 0%	\$315,818.47	\$0.00	\$0.00 0%		
	TR-2014-05-02-00	\$45,000.00	\$0.00 0%	\$45,000.00	\$0.00	\$0.00 0%		
	TR-2014-05-03-00	\$16,396.26	\$0.00 0%	\$16,396.26	\$0.00	\$0.00 0%		
	TR-2014-07-01-00	\$143,084.78	\$0.00 0%	\$119,005.78	\$24,079.00	\$0.00 0%		
	Traffic Records Total	\$520,299.51	\$0.00 0%	\$496,220.51	\$24,079.00	\$0.00 0%		
Driver Education								
	DE-2014-02-01-04	\$32,500.00	\$0.00 0%	\$32,500.00	\$0.00	\$0.00 0%		
	DE-2014-05-01-02	\$226,337.14	\$0.00 0%	\$226,337.14	\$0.00	\$0.00 0%		
	Driver Education Total	\$258,837.14	\$0.00 0%	\$258,837.14	\$0.00	\$0.00 0%		
Railroad/Highway Crossings								
	RH-2014-02-01-10	\$37,500.00	\$0.00 0%	\$37,500.00	\$0.00	\$0.00 0%		
	Railroad/Highway Crossings Total	\$37,500.00	\$0.00 0%	\$37,500.00	\$0.00	\$0.00 0%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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)
Speed Enforcement								
	SE-2014-03-02-06	\$29,815.00	\$0.00 0%	\$29,815.00	\$0.00	\$29,815.00 100%		
	SE-2014-03-03-01	\$8,333.00	\$0.00 0%	\$8,333.00	\$0.00	\$8,333.00 100%		
	SE-2014-03-01-06	\$20,000.00	\$0.00 0%	\$20,000.00	\$0.00	\$20,000.00 100%		
	Speed Enforcement Total	\$58,148.00	\$0.00 0%	\$58,148.00	\$0.00	\$58,148.00 100%		
Paid Advertising								
	PM-2014-02-01-04	\$100,000.00	\$0.00 0%	\$100,000.00	\$0.00	\$100,000.00 100%		
	Paid Advertising Total	\$100,000.00	\$0.00 0%	\$100,000.00	\$0.00	\$100,000.00 100%		
	NHTSA 402 Total	\$3,588,433.33	\$2,627,350.89 42%	\$3,208,354.33	\$380,079.00	\$1,596,714.00 44%	\$277,614.00 50%	\$277,614.00 8%
408 Data Program SAFETEA-LU								
	K9-2014-07-02-00	\$0.00	\$56,500.00 100%	\$0.00	\$0.00	\$0.00 0%		
	K9-2014-07-01-00	\$2,681.00	\$0.00 0%	\$0.00	\$2,681.00	\$0.00 0%		
	K9-2014-05-02-00	\$101,315.00	\$0.00 0%	\$0.00	\$101,315.00	\$0.00 0%		
	K9-2014-05-01-07	\$122,004.00	\$0.00 0%	\$0.00	\$122,004.00	\$0.00 0%		
	408 Data Program Incentive Total	\$226,000.00	\$56,500.00 20%	\$0.00	\$226,000.00	\$0.00 0%		
	408 Data Program SAFETEA-LU Total	\$226,000.00	\$56,500.00 20%	\$0.00	\$226,000.00	\$0.00 0%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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)
410 Alcohol SAFETEA-LU								
	K8-2014-07-01-00	\$90,960.00	\$0.00 0%	\$0.00	\$90,960.00	\$0.00 0%		
	K8-2014-05-01-00	\$50,000.00	\$0.00 0%	\$0.00	\$50,000.00	\$0.00 0%		
	K8-2014-04-01-00	\$7,500.00	\$0.00 0%	\$0.00	\$7,500.00	\$0.00 0%		
	K8-2014-07-02-00	\$0.00	\$475,380.00 100%	\$0.00	\$0.00	\$0.00 0%		
	410 Alcohol SAFETEA-LU Total	\$148,460.00	\$475,380.00 76%	\$0.00	\$148,460.00	\$0.00 0%		
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2014-02-01-03	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00 0%		
	410 Alcohol SAFETEA-LU Paid Media Total	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00 0%		
	410 Alcohol SAFETEA-LU Total	\$158,460.00	\$475,380.00 75%	\$0.00	\$158,460.00	\$0.00 0%		
2010 Motorcycle Safety								
	K6-2014-05-01-02	\$22,000.00	\$0.00 0%	\$0.00	\$22,000.00	\$0.00 0%		
	2010 Motorcycle Safety Incentive Total	\$22,000.00	\$0.00 0%	\$0.00	\$22,000.00	\$0.00 0%		
	2010 Motorcycle Safety Total	\$22,000.00	\$0.00 0%	\$0.00	\$22,000.00	\$0.00 0%		
164 Transfer Funds								
	164AL-2014-03-01-02	\$24,000.00	\$0.00 0%	\$0.00	\$24,000.00	\$24,000.00 100%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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)
	164AL-2014-03-02-08	\$448,870.00	\$.00 0%	\$.00	\$448,870.00	\$.00 0%		
	164AL-2014-03-04-03	\$20,000.00	\$.00 0%	\$.00	\$20,000.00	\$20,000.00 100%		
	164AL-2014-03-05-03	\$20,000.00	\$.00 0%	\$.00	\$20,000.00	\$.00 0%		
	164AL-2014-03-06-04	\$22,000.00	\$.00 0%	\$.00	\$22,000.00	\$22,000.00 100%		
	164AL-2014-03-03-06	\$88,564.00	\$.00 0%	\$.00	\$88,564.00	\$.00 0%		
	164AL-2014-06-02-00	\$100,000.00	\$.00 0%	\$.00	\$100,000.00	\$.00 0%		
	164AL-2014-06-01-01	\$330,000.00	\$.00 0%	\$.00	\$330,000.00	\$.00 0%		
	164AL-2014-05-03-07	\$85,449.00	\$.00 0%	\$.00	\$85,449.00	\$.00 0%		
	164AL-2014-05-02-01	\$75,000.00	\$.00 0%	\$.00	\$75,000.00	\$75,000.00 100%		
	164AL-2014-03-07-07	\$28,884.00	\$.00 0%	\$.00	\$28,884.00	\$28,884.00 100%		
	164 Alcohol Total	\$1,242,767.00	\$.00 0%	\$.00	\$1,242,767.00	\$169,884.00 14%		
164 Paid Media								
	164PM-2014-02-01-03	\$769,700.00	\$.00 0%	\$.00	\$769,700.00	\$769,700.00 100%		
	164 Paid Media Total	\$769,700.00	\$.00 0%	\$.00	\$769,700.00	\$769,700.00 100%		
	164 Transfer Funds Total	\$2,012,467.00	\$.00 0%	\$.00	\$2,012,467.00	\$939,584.00 47%		
MAP 21 405b OP Low								

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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)
	M2HVE-2014-03-01-01	\$20,000.00	\$.00 0%	\$10,000.00	\$10,000.00	\$.00 0%		
	M2HVE-2014-03-02-03	\$15,000.00	\$.00 0%	\$7,500.00	\$7,500.00	\$.00 0%		
	M2HVE-2014-03-03-11	\$25,836.00	\$.00 0%	\$12,918.00	\$12,918.00	\$.00 0%		
	M2HVE-2014-03-04-06	\$19,257.00	\$.00 0%	\$9,628.50	\$9,628.50	\$.00 0%		
	M2HVE-2014-03-05-07	\$75,000.00	\$.00 0%	\$37,500.00	\$37,500.00	\$.00 0%		
	M2HVE-2014-03-06-08	\$83,231.00	\$.00 0%	\$41,615.50	\$41,615.50	\$.00 0%		
	M2HVE-2014-03-07-03	\$10,000.00	\$.00 0%	\$5,000.00	\$5,000.00	\$.00 0%		
	M2HVE-2014-03-08-04	\$40,500.00	\$.00 0%	\$20,250.00	\$20,250.00	\$.00 0%		
	M2HVE-2014-03-09-13	\$55,000.00	\$.00 0%	\$27,500.00	\$27,500.00	\$.00 0%		
	M2HVE-2014-03-10-12	\$10,000.00	\$.00 0%	\$5,000.00	\$5,000.00	\$.00 0%		
	M2HVE-2014-03-11-07	\$75,000.00	\$.00 0%	\$37,500.00	\$37,500.00	\$.00 0%		
	M2HVE-2014-03-12-05	\$15,000.00	\$.00 0%	\$7,500.00	\$7,500.00	\$.00 0%		
	M2HVE-2014-03-99-01	\$116,493.82	\$.00 0%	\$58,246.91	\$58,246.91	\$.00 0%		
	M2HVE-2014-07-01-00	\$91,940.00	\$.00 0%	\$45,970.00	\$45,970.00	\$.00 0%		
	405b Low HVE Total	\$652,257.82	\$.00 0%	\$326,128.91	\$326,128.91	\$.00 0%		

405b Low Training

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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)
	M2TR-2014-02-03-00	\$50,000.00	\$.00 0%	\$25,000.00	\$25,000.00	\$.00 0%		
	M2TR-2014-02-04-16	\$125,000.00	\$.00 0%	\$62,500.00	\$62,500.00	\$.00 0%		
	M2TR-2014-02-05-14	\$150,000.00	\$.00 0%	\$75,000.00	\$75,000.00	\$.00 0%		
	405b Low Training Total	\$325,000.00	\$.00 0%	\$162,500.00	\$162,500.00	\$.00 0%		
405b Low Public Education								
	M2PE-2014-02-02-00	\$44,269.00	\$.00 0%	\$22,134.50	\$22,134.50	\$.00 0%		
	M2PE-2014-02-01-03	\$170,000.00	\$.00 0%	\$85,000.00	\$85,000.00	\$.00 0%		
	M2PE-2014-04-01-00	\$25,000.00	\$.00 0%	\$12,500.00	\$12,500.00	\$.00 0%		
	405b Low Public Education Total	\$239,269.00	\$.00 0%	\$119,634.50	\$119,634.50	\$.00 0%		
405b Low OP Information System								
	M2OP-2014-05-01-00	\$55,086.00	\$.00 0%	\$27,543.00	\$27,543.00	\$.00 0%		
	405b Low OP Information System Total	\$55,086.00	\$.00 0%	\$27,543.00	\$27,543.00	\$.00 0%		
	MAP 21 405b OP Low Total	\$1,271,612.82	\$.00 0%	\$635,806.41	\$635,806.41	\$.00 0%		
MAP 21 405c Data Program								
	M3DA-2014-05-01-00	\$1,021,991.32	\$.00 0%	\$510,995.66	\$510,995.66	\$.00 0%		
	M3DA-2014-06-02-08	\$100,000.00	\$.00 0%	\$50,000.00	\$50,000.00	\$.00 0%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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)
	M3DA-2014-06-03-11	\$30,000.00	\$0.00 0%	\$15,000.00	\$15,000.00	\$0.00 0%		
	405c Data Program Total	\$1,151,991.32	\$0.00 0%	\$575,995.66	\$575,995.66	\$0.00 0%		
	MAP 21 405c Data Program Total	\$1,151,991.32	\$0.00 0%	\$575,995.66	\$575,995.66	\$0.00 0%		
MAP 21 405d Impaired Driving Mid								
	M5HVE-2014-03-03-08	\$551,130.00	\$0.00 0%	\$275,565.00	\$275,565.00	\$0.00 0%		
	M5HVE-2014-03-02-10	\$100,000.00	\$0.00 0%	\$50,000.00	\$50,000.00	\$0.00 0%		
	M5HVE-2014-03-05-07	\$90,426.00	\$0.00 0%	\$45,213.00	\$45,213.00	\$0.00 0%		
	M5HVE-2014-03-04-08	\$20,000.00	\$0.00 0%	\$10,000.00	\$10,000.00	\$0.00 0%		
	M5HVE-2014-03-01-06	\$49,992.00	\$0.00 0%	\$24,996.00	\$24,996.00	\$0.00 0%		
	405d Mid HVE Total	\$811,548.00	\$0.00 0%	\$405,774.00	\$405,774.00	\$0.00 0%		
405d Mid ID Coordinator								
	M5IDC-2014-07-01-00	\$109,932.00	\$0.00 0%	\$54,966.00	\$54,966.00	\$0.00 0%		
	405d Mid ID Coordinator Total	\$109,932.00	\$0.00 0%	\$54,966.00	\$54,966.00	\$0.00 0%		
405d Mid BAC Testing/Reporting								
	M5BAC-2014-05-01-06	\$181,000.00	\$0.00 0%	\$90,500.00	\$90,500.00	\$0.00 0%		
	M5BAC-2014-06-01-00	\$350,000.00	\$0.00 0%	\$175,000.00	\$175,000.00	\$0.00 0%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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)
405d Mid BAC Testing/Reporting Total		\$531,000.00	\$.00 0%	\$265,500.00	\$265,500.00	\$.00 0%		
405d Mid Paid/Earned Media								
	M5PEM-2014-02-01-03	\$153,921.56	\$.00 0%	\$76,960.78	\$76,960.78	\$.00 0%		
	M5PEM-2014-02-02-00	\$404,090.00	\$.00 0%	\$202,045.00	\$202,045.00	\$.00 0%		
405d Mid Paid/Earned Media Total		\$558,011.56	\$.00 0%	\$279,005.78	\$279,005.78	\$.00 0%		
405d Mid Training								
	M5TR-2014-02-03-14	\$67,000.00	\$.00 0%	\$33,500.00	\$33,500.00	\$.00 0%		
	M5TR-2014-02-02-03	\$86,000.00	\$.00 0%	\$43,000.00	\$43,000.00	\$.00 0%		
	M5TR-2014-02-01-11	\$175,000.00	\$.00 0%	\$87,500.00	\$87,500.00	\$.00 0%		
	M5TR-2014-02-04-13	\$68,047.00	\$.00 0%	\$34,023.50	\$34,023.50	\$.00 0%		
405d Mid Training Total		\$396,047.00	\$.00 0%	\$198,023.50	\$198,023.50	\$.00 0%		
405d Mid Other Based on Problem ID								
	M5OT-2014-07-01-01	\$1,053,814.00	\$.00 0%	\$526,907.00	\$526,907.00	\$.00 0%		
	M5OT-2014-05-01-10	\$75,000.00	\$.00 0%	\$37,500.00	\$37,500.00	\$.00 0%		
	M5OT-2014-04-01-00	\$10,000.00	\$.00 0%	\$5,000.00	\$5,000.00	\$.00 0%		
405d Mid Other Based on Problem ID Total		\$1,138,814.00	\$.00 0%	\$569,407.00	\$569,407.00	\$.00 0%		

**U. S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
2014 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)
MAP 21 405d Impaired Driving Mid Total		\$3,545,352.56	\$0.00 0%	\$1,772,676.28	\$1,772,676.28	\$0.00 0%		
MAP 21 405f Motorcycle Programs								
	M9MT-2014-02-01-16	\$51,200.00	\$0.00 0%	\$25,600.00	\$25,600.00	\$0.00 0%		
	M9MT-2014-05-01-02	\$44,440.57	\$0.00 0%	\$22,220.29	\$22,220.28	\$0.00 0%		
	M9MT-2014-04-01-00	\$5,730.95	\$0.00 0%	\$2,865.47	\$2,865.48	\$0.00 0%		
	M9MT-2014-02-02-14	\$17,800.00	\$0.00 0%	\$8,900.00	\$8,900.00	\$0.00 0%		
	405f Motorcyclist Training Total	\$119,171.52	\$0.00 0%	\$59,585.76	\$59,585.76	\$0.00 0%		
	MAP 21 405f Motorcycle Programs Total	\$119,171.52	\$0.00 0%	\$59,585.76	\$59,585.76	\$0.00 0%		
	NHTSA Total	\$12,095,488.55	\$3,159,230.89 21%	\$6,252,418.44	\$5,843,070.11	\$2,536,298.00 21%	\$277,614.00 50%	\$277,614.00 2%
	Total	\$12,095,488.55	\$3,159,230.89 21%	\$6,252,418.44	\$5,843,070.11	\$2,536,298.00 21%	\$277,614.00 50%	\$277,614.00 2%

ATTACHMENTS

Appendix D to Part 1200 – Certifications and Assurances

Section 405 Part 1: Occupant Protection

Section 405 Part 2: Traffic Records

Section 405 Part 3: Impaired Driving

Section 405 Part 5: Motorcycle Safety

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

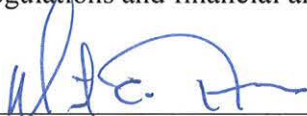
State: Oklahoma

Fiscal Year: 2,014

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.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

6/27/2013

Date

Michael C. Thompson

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - The name and title of the State's Traffic Records Coordinator is _____.
 - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.

OR

 - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
 - The State's most recent assessment or update of its highway safety data and traffic records system was completed on _____.
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

 - Driver license testing of distracted driving issues:

 - Minimum fine of at least \$25 for first offense:

 - Increased fines for repeat offenses:

 - Exemptions from youth cell phone use ban:
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in **any** blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.



Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box.*)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

Part 1: Occupant Protection (23 CFR 1200.21)

**MAP21: Section 405(b)
Occupant Protection**

OKLAHOMA DEPARTMENT OF PUBLIC SAFETY

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OCCUPANT PROTECTION PLAN

Unrestrained passenger vehicle occupant fatalities have decreased in Oklahoma significantly over the past few years, from a high of 332 in 2008 to 286 in 2011. This represents a 14% reduction. Trends indicate further reductions in the future. However, the State's observed seat belt use rate has remained relatively unchanged since 2006. The observed seat belt use rate reported in the 2012 survey was 83.8 percent.

Oklahoma's recertification rate for CPS technicians now stands at 56.7%, above the national average, and well above historical trends in Oklahoma. Nevertheless, according to Safe Kids Worldwide studies, a vast majority of parents or caregivers struggle with properly installing child restraint seats. Calendar year 2012 survey results indicate that the child restraint use rate now stands at 89.1%.

Efforts to increase compliance rates will focus on effective countermeasures, beginning with enforcement.

OKLAHOMA'S SEAT BELT ENFORCEMENT PLAN:

Oklahoma will continue to provide sustained enforcement of current primary seat belt and child passenger safety laws utilizing High Visibility enforcement efforts, programmatic requirements for participation in national mobilizations, and enforcement incentives/awards.

High Visibility Enforcement Efforts

High Visibility Enforcement will be accomplished through the following means:

- Oklahoma will support state and local law enforcement programs and projects emphasizing occupant protection.
 - Utilize the Oklahoma Highway Safety Office (OHSO) Regional Law Enforcement Liaisons (LELs) and OHSO Law Enforcement (LE) Occupant Protection (OP) Specialist to improve occupant protection enforcement program development and delivery statewide.
 - Partner with various agencies to conduct targeted enforcement of occupant protection laws.
 - The OHSO LE OP Specialist and OHSO Regional LELs will organize and coordinate occupant protection enforcement efforts in cooperation with local agencies, focusing on targeted areas to reach 70% of the population, including the following counties: Oklahoma, Tulsa, Cleveland, Comanche, Canadian, Rogers, Payne, Wagoner, Muskogee, Creek, Pottawatomie, Garfield, Grady, Washington, Leflore, Carter, Cherokee, and Osage. (See map and associated chart pages E-11 and E-12)

- 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 including targeted enforcement of unrestrained nighttime drivers.
 - “Get Your Clicks on Route 66” is a mobilization conducted quarterly along Route 66, which passes through 12 Oklahoma counties. This mobilization involves joint efforts with law enforcement in seven other states, and is coordinated by the OHSO LE OP Specialist. (See map on page E-11)
 - “Fasten Up Fridays”, a seat belt enforcement mobilization conducted statewide on the last Friday of each month, is also coordinated by the OHSO LE OP Specialist.
 - Traffic Safety Corridors: The Oklahoma Department of Transportation (ODOT), the OHSO, Oklahoma Highway Patrol (OHP), and local law enforcement have cooperated to establish designated traffic safety corridors in three locations throughout the state. These locations were selected based on the frequency of traffic crashes where severe injury occurred. Traffic safety enforcement efforts focused on occupant protection are regularly conducted by area law enforcement agencies along these corridors. Officers are encouraged to adhere to a “no tolerance” policy in the enforcement of traffic laws in these locations. Information is collected regarding events and activities conducted in the corridors. (See map on page E-11)
 - Local law enforcement agencies will be organized to conduct coordinated local multi-agency occupant protection enforcement efforts during strategic opportunities coinciding with holidays, prom season, graduation, spring break, and when school sessions begin.

OKLAHOMA’S PLANNED PARTICIPATION IN CLICK IT OR TICKET:

In FY 2014, Oklahoma will expand efforts to increase participation in the Click-It or Ticket national mobilization by agencies statewide. According to the most recent data available (FY2012), more than 175 law enforcement agencies from around the state participated in the CIOT National Mobilization. Saturation patrols, traffic safety checkpoints, multi-agency efforts and press events were conducted around the state. Reporting agencies devoted a total of 25,023 hours of enforcement resulting in a total of 25,943 contacts including 1,120 arrests and 8,613 occupant protection (seat belt and child restraint) contacts. Enforcement efforts conducted in FY 14 will include the following:

- The OHSO LE OP Specialist and Regional LELs will contact each agency and assist them with required, online pre-registration and post-mobilization reporting of activities.

- All current OHSO law enforcement sub-grantees will be required to participate in national mobilization enforcement efforts, including pre-registration and post-mobilization reporting of activities.
- To encourage participation, non-funded law enforcement agencies are eligible to receive one of four \$4,000 incentive awards, randomly selected in a drawing held after the post-mobilization reporting period.
- The OHSO LE OP Specialist and Regional LELs will coordinate and organize agency participation in a variety of enforcement efforts, including traffic safety checkpoints, saturation patrols, and targeted enforcement of unrestrained nighttime drivers.
- The OHSO Communications Manager will assist law enforcement agencies in utilizing earned local media to promote the CIOT campaign and local enforcement efforts.
- The OHSO will continue coordinated efforts through five established Safe Communities groups to conduct press events and other joint efforts promoting the CIOT mobilization.

OKLAHOMA’S PLAN FOR CHILD PASSENGER SAFETY:

Oklahoma will promote the proper use of child restraints by utilizing our active network of Child Restraint Inspection Stations, certified Child Passenger Safety Technicians, certified Child Passenger Safety Instructors, and partnerships with child passenger safety advocates statewide. Currently, Oklahoma has more than 650 certified CPS Technicians and 34 certified CPS Instructors. To increase the capacity to provide child passenger safety services, Oklahoma will continue efforts to retain and recruit additional CPS technicians and CPS instructors through our partnerships with Safe Kids Oklahoma and Tulsa Area Safe Kids. Efforts will include:

- Provide technician certification and re-certification training.
- Support the Annual Martha Collar Tech Reunion which is a statewide CPS Conference that provides 6 hours of continuing education for technicians and instructors. Annually, approximately 250 technicians and instructors attend.
- Use state CPS educational funds for the certification or re-certification of CPS Technicians and CPS Technician Instructors.
- Recruit new technicians and instructors to improve service to current partners and grantees, and increase outreach to underserved (rural) areas of the state. [See map illustrating active network of child restraint inspection stations on page E-13. Counties highlighted in yellow represent the majority (51%) of the state’s population. Counties in white or highlighted in blue indicate underserved, more rural areas of the state (49% of the population).]

- Conduct CPS workshop programs through Safe Kids Oklahoma and Tulsa Area Safe Kids, with a focus on educating parents and caregivers on proper child restraint use and providing low cost child safety seats to eligible low-income parents or guardians.
- Utilize partnerships and grantees to expand programs to underserved (rural) areas and outreach to minority groups, including Oklahoma’s Native American population. Educational workshops will also be provided in Spanish.
- Maintain a list of active Oklahoma Child Restraint Inspection Stations and upcoming car seat check events which is accessible for public information. Although the current list indicates 66 active child restraint inspection stations, County Health Departments participate regularly in child restraint inspections at some level, in all 77 Oklahoma counties. (See list on pages E-14 thru E-16)
- Support ongoing efforts to maintain and expand inspection stations to new locations and increase the number of seat check events.
- 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 Child Restraint Survey each year to determine the overall observed use of child restraints in Oklahoma.
- Utilize the Rural CPS Coordinator, Metropolitan CPS Coordinators, and the Statewide CPS Coordinator to oversee and coordinate local and statewide child passenger safety efforts.

OKLAHOMA’S HIGH RISK POPULATION COUNTERMEASURE PROGRAMS:

OHSO will work with representatives and partners of the Bureau of Indian Affairs, Tribal Technical Assistance Program, Tribal Chiefs of Police, the University of Central Oklahoma, Safe Kids Coalitions, state and local law enforcement, and various traffic safety advocates to promote responsible safety belt and child restraint use targeting unrestrained nighttime drivers and Oklahoma’s Native American population.

Enforcement Strategies:

- The OHSO LE OP Specialist will plan, coordinate and organize law enforcement participation targeting unrestrained nighttime drivers during high-visibility OP enforcement events such as Click-It or Ticket, Get Your Clicks on Route 66, Fasten Up Fridays, and within Traffic Safety Corridors.
- Partner with various agencies to conduct enforcement of occupant protection laws targeting unrestrained nighttime drivers.

- Include targeting of unrestrained nighttime drivers during organized occupant protection enforcement efforts conducted in cooperation with local agencies, focusing on targeted areas to reach 70% of the population.
- Local law enforcement agencies will be organized to conduct coordinated local multi-agency occupant protection enforcement efforts targeting unrestrained nighttime drivers during strategic opportunities coinciding with holidays, prom season, graduation, spring break, and when school sessions begin.

Outreach Strategies:

- Recruit new technicians and instructors to improve service to Oklahoma's Native American population to include providing technician certification and re-certification training.
- Utilize partnerships and grantees to conduct CPS workshop programs through Safe Kids Oklahoma and Tulsa Area Safe Kids, with a focus on outreach to Oklahoma's Native American population. Workshop programs focus on educating parents and caregivers on proper child restraint use and providing low-cost child safety seats to eligible low-income parents or guardians.
- Utilize partnerships and grantees to expand programs to Oklahoma's Native American population, including educational outreach to promote awareness of occupant protection laws and proper use of child restraints.
- Utilize CPS Coordinators to oversee and coordinate local and statewide child passenger safety outreach to Oklahoma's Native American population.
- Support and promote the Alive@25 Program and their outreach to Oklahoma's Native American population.
- Support established safe community groups statewide in promoting occupant protection awareness, education and outreach to Oklahoma's Native American population.

EDUCATION AND AWARENESS:

OHSO will work in partnership with traffic safety advocates and others to promote responsible safety belt and child restraint use. OHSO will continue to partner with the University of Central Oklahoma (UCO) to conduct a statewide observational survey of safety belt and child restraint use at various locations across the state annually. The design of the study has been approved by the National Highway Traffic Safety Administration (NHTSA) in accordance with new national sampling criteria. UCO will prepare a report of the survey for distribution. Information collected will assist in determining the public's level of understanding and potential target groups for future media and program focus.

Oklahoma will promote seat belt and child restraint use statewide in the following ways:

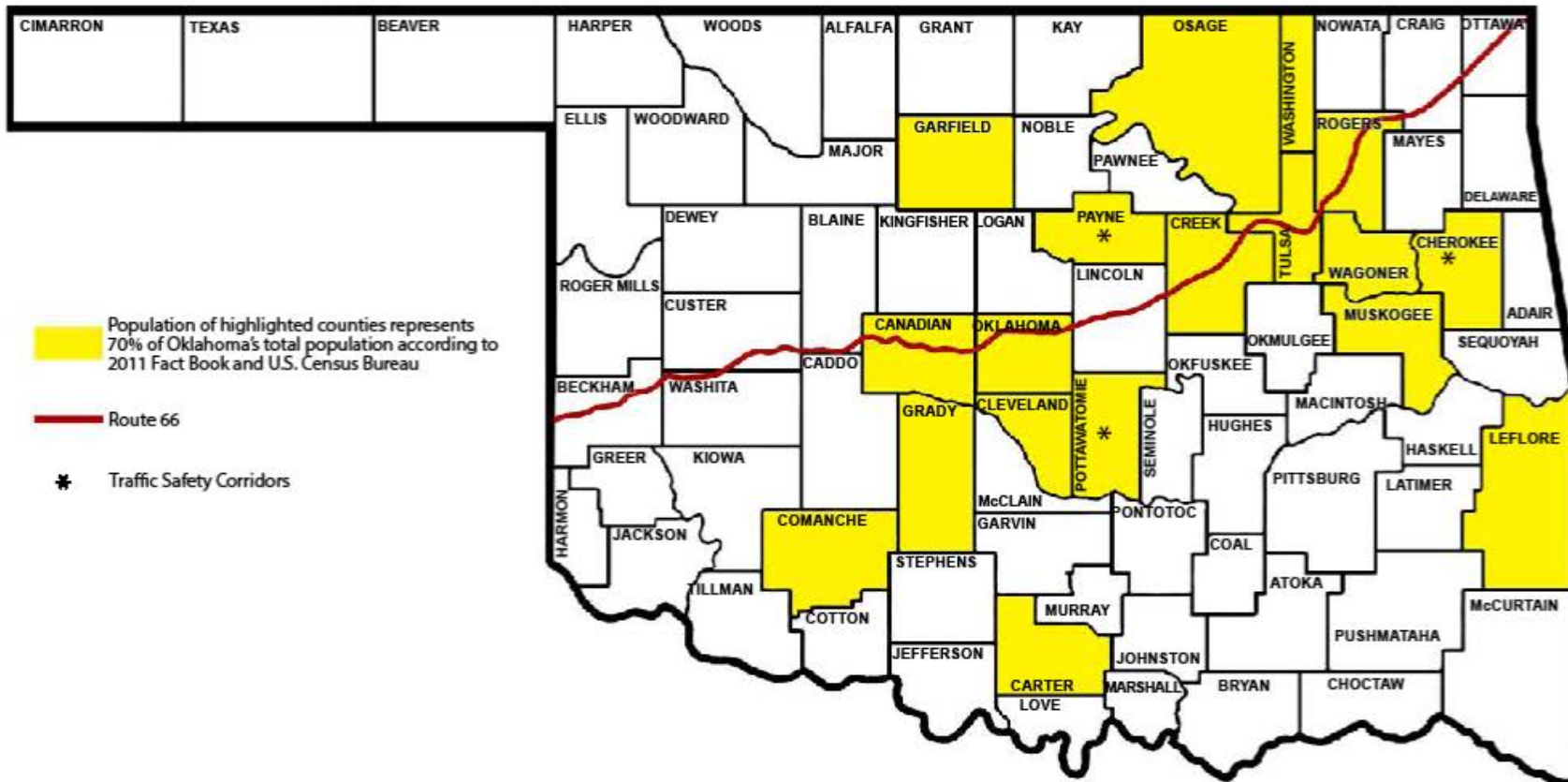
- Utilize paid and earned media through various sporting events, community events, printed materials, billboards, radio, and television.
- Promote public awareness utilizing brochures, videos, television and radio PSAs, posters, press releases, promotion of special events, display booths, speakers' bureau, media campaigns, and use of OHSO's film/video library.
- OHSO provides a webpage dedicated to occupant protection information and initiatives. This webpage will be monitored and updated through cooperative efforts of partners and the OHSO website administrator in an effort to promote public awareness and provide up to date information for occupant protection advocates.
- Recognize individuals and groups who demonstrate particular commitment to statewide occupant protection campaigns with awards of accomplishment.
- Support the State's Annual Buckle Down Awards and their recognition of individuals and groups who have achieved high levels of sustained occupant protection enforcement during the previous year.
- Utilize Regional LELs to provide and coordinate Traffic Occupant Protection Strategies (TOPS) Training, to assist law enforcement in better understanding the state seat belt and child passenger safety laws and recognize proper child passenger safety use.
- Provide webinar training for nighttime occupant protection enforcement through the OHSO website, which includes CLEET credit for continuing law enforcement education.
- Require sub-grantee agencies to conduct periodic PI&E efforts through community events, press releases, local newspaper and/or radio.
- Participate in community outreach programs including partnerships that promote the Alive@25 Traffic Safety Program.

PROGRAM AREA MANAGEMENT:

The professional staff of the OHSO will provide trained, qualified personnel to develop, monitor, coordinate, and manage the various occupant protection projects and programs, including an OHSO Law Enforcement Occupant Protection Specialist, Regional Law Enforcement Liaisons, and Child Passenger Safety Coordinators.

Occupant Protection Plan Seat Belt Enforcement

E-9



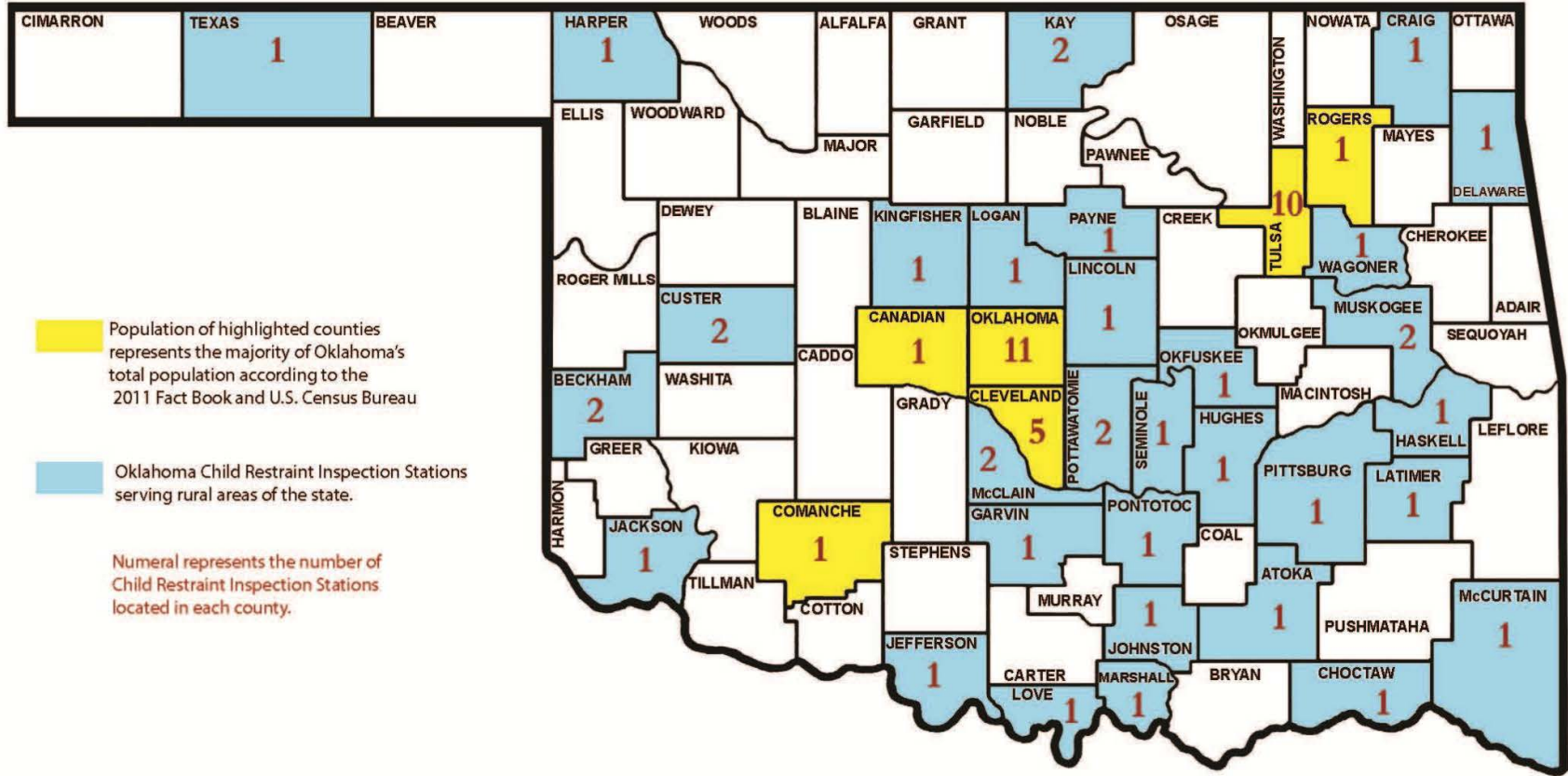
- Population of highlighted counties represents 70% of Oklahoma's total population according to 2011 Fact Book and U.S. Census Bureau
- Route 66
- Traffic Safety Corridors

Oklahoma Population – 2010
Distribution by County – 70% of Population

County	Population
Oklahoma	732,371
Tulsa	610,599
Cleveland	261,281
Comanche	125,815
Canadian	119,492
Rogers	87,706
Payne	77,988
Wagoner	74,098
Muskogee	71,003
Creek	70,467
Pottawatomie	70,280
Garfield	60,670
Grady	53,020
Washington	51,476
LeFlore	50,628
Carter	48,096
Cherokee	47,845
Osage	47,425
Total	2,660,260

* According to 2011 Fact Book and the 2010 U. S. Census, the total population for the State of Oklahoma was 3,791,508.

Oklahoma Child Restraint Inspection Stations



Yellow Population of highlighted counties represents the majority of Oklahoma's total population according to the 2011 Fact Book and U.S. Census Bureau

Blue Oklahoma Child Restraint Inspection Stations serving rural areas of the state.

Numerals represents the number of Child Restraint Inspection Stations located in each county.

Oklahoma Child Restraint Inspection Stations

City	Name	Location	Phone	Certified Technician
OKLAHOMA COUNTY				
Edmond	Edmond Fire Department	5300 E Covell Rd., Edmond, OK	405-216-7315	Gary Dill
Midwest City	Midwest City Fire Dept.	8201 E Reno Ave., Midwest City, OK	405-739-1340	Nina Powell
Oklahoma City	AAA	3557 W Memorial Rd., Oklahoma City, OK	405-753-9777	Ron Montgomery
Oklahoma City	AAA	3625 N.W. 39th, Oklahoma City, OK	405-748-1074	Kambia Williams
Oklahoma City	Church of the Servant	14343 North MacArthur, Oklahoma City, OK	450-721-4141	Robyn Goggs
Oklahoma City	Oklahoma Highway Safety Office	3223 N Lincoln Blvd., Oklahoma City, OK 73105	450-523-1570	Sabrina Mackey, Sherry Brown, Sam Harcrow, Sgt. Jason Yingling
Oklahoma City	Oklahoma State Department of Health	1000 NE 10th St., Oklahoma City, OK	405-721-9444, ex. 57208, 405-271-3430	Amanda James, Regina McCurdy
Oklahoma City	OU Children's Hospital	1200 Everett Drive, Oklahoma City, OK 73104	405-471-6905	Katie Mueller
Oklahoma City	Safe Kids Oklahoma	940 NE 13th St., Oklahoma City, OK 73104	405-271-5695	Roxanne Foster, Lauren Farrah, Julia Koelsch
Oklahoma City	State Farm Insurance	2833 SW 119th, Ste C, Oklahoma City, OK 73170	405-691-2464	Rita Wallenberg
Oklahoma City	Village Fire Department	2201 W Britton Rd., Oklahoma City, OK 73120	405-751-2122	
TULSA COUNTY				
Bixby	Bixby Fire Dept. Station #2	8300 E 121st Street, Bixby, OK 74008	918-366-0402	Ryan King, Ty McKinzie
Bixby	Bixby Police Department	116 W. Needles Ave., Bixby, OK 74008	918-366-8294	Heather Staley, Shad Rhames, Lisa Stout, Jim White, Aaron Daniels, Jerry Francis, Paul Lloyd, Bryan Toney
Broken Arrow	Broken Arrow Fire Dept. Station #6	3151 N. 9th Street, Broken Arrow, OK 74012	918-259-8360	Patrick Chernisky
Broken Arrow	Broken Arrow Police Department	2302 South First Place, Broken Arrow, OK 74012	918-451-8200	Patrick Chernisky
Owasso	Owasso Fire Dept. Station #2	207 S. Cedar, Owasso, OK 74055	918-272-5253	Kris Anderson, Shane Atwell, Josh Berk, John Bishop, Sean Garner, Jared Grantham, Jason Jackson, Kip Jennings, Thomas Persico, Johnny Peterson, Patrick Seabolt, Lucas Shearer, Matt Trout, Joe Wakley, Edmond Wofford, Jeff Yeats
Tulsa	AAA	2121 E 15th, Tulsa, OK	918-748-1074	Danial Karnes
Tulsa	Hillcrest Medical Center	1120 S. Utica Ave., Tulsa, OK	918-494-7233	Serena Staires, Susan West
Tulsa	St. John Medical Center	1923 S. Utica Ave., Tulsa, OK	918-494-7233	Micha McCumbe, Kristi Fecteau, Olivia Hawkins, Susan Henderson, Rnoda Broome, Danw Buffington, Lindsey Green, Jennifer Lott, Tracie Mullenburg, Donna Murray, Melissa Rogers, Yesenia Saldivar, Crystal Shreffler
Tulsa	Tulsa Area Safe Kids - Saint Francis Hospital	5353 E. 68th Street, Tulsa, OK	918-494-7233	Jennifer Rollins, Beth Washington
Tulsa	Tulsa Police Department	5963 E 13th St., Tulsa, OK 74112	918-669-6865	Craig Murray
CLEVELAND COUNTY				
Moore	Moore Police Dept.	301 N Broadway, Moore, OK 73160	405-793-4448	Jeremy Lewis
Norman	AAA	1017 24th Ave. NW, Norman, OK	405-360-7771	Anita McNally
Norman	Absentee Shawnee Injury Prevention Program	15702 E Highway 9, Norman, OK 73026	405-360-0698	Sacha Almanza
Norman	Cleveland County Health Dept.	250 12 Ave. NE, Norman, OK 73071	405-321-4048	Alexandra Hart-Smith, April Jewel, Marla Burgess, Lyn Clark, Tara Essinger, Amanda James, Jimmy Longenbaugh, Blanca Rangel

Oklahoma Child Restraint Inspection Stations

City	Name	Location	Phone	Certified Technician
Norman	Norman Police Department	201-B W Gray St., Norman, OK 73069	405-366-5267	Jennifer Newell, Jeff Elder, Tabitha Nation, Bobby Owens
COMANCHE COUNTY				
Lawton	Comanche County Health Dept.	1010 S Sheridan Rd., Lawton, OK 73505	580-248-5890	Jamie Lacourse, Leslie Beavers, Janette New
CANADIAN COUNTY				
Yukon	Canadian County Health Dept.	1023 E Vandament, Yukon, OK 73099	405-354-4872	Jennifer Springer, Rose Passmore, Lupe Porras
ROGERS COUNTY				
Claremore	Claremore Fire Department	219 W Will Rogers Blvd., Claremore, OK	918-341-1477	Jason Crandall, Gordon Carriger, Robert Casey, Jonathan Cates, Jimmy Hamilton, Stephen Hammer, Bryan McDonald, Mark Owens
RURAL COUNTIES				
Ada	Pontotoc County Health Dept.	2330 Arlington St., Ada, OK 74820	583-332-2011	Betty Webber
Altus	Altus Fire/Rescue Dept.	115 N Spurgeon, Altus, OK 73521	580-481-2232, 580-481-3517	Tara Davis
Atoka	Atoka County Health Dept.	1006 W 13th St., Atoka, OK 74525	580-889-2116	Toni Foster
Blanchard	McClain County Health Dept.	107 S Main, Blanchard, OK 73010	405-485-3319	Melissa Ashford
Chandler	Lincoln County Health Dept.	101 Meadow Ln., Chandler, OK 74834	405-258-2640	Jeannine West
Clinton	Custer County Health Dept.	3030 Custer Ave., Clinton, OK 73601	580-772-6417	Daniela Hernandez
Elk City	Beckham County Health Dept.	321 W 5th, Elk City, OK 73644	580-225-1173	Jo Miller
Guthrie	Logan County Health Dept.	215 Fairgrounds Rd., Guthrie, OK 73044	405-282-3485	Heather Ward, Renthia Williams
Guymon	Texas County Health Dept.	1410 N East St., Guymon, OK 73942	580-338-8544	Rosa Balderrama
Holdenville	Hughes County Health Dept.	205 Kelly Dr., Holdenville, OK 74848	405-379-3313, ex. 114	Patricia Turner
Hugo	Choctaw County Health Dept.	103 S 4th St., Hugo, OK 74743	580-326-8821	Kathryn Kerr
Idabel	McCurtain County Health Dept.	1400 Lynn Lane, Idabel, OK 74745	580-286-6628	Janet Henderson
Jay	Delaware County Health Dept.	432 S 9th St., Jay, OK 74346	918-253-4511	Vicki Hounsone
Kingfisher	Kingfisher County Health Dept	124 E Sheridan, Rm. 101, Kingfisher, OK 73750	405-375-3008	Juanita (Jenny) Arms
Laverne	Harper County Health Dept.	PO Box 290, Laverne, OK 73848	580-921-2029	Jolena Graves
Madill	Marshall County Health Dept.	310 W Lillie Blvd., Madill, OK 73446	580-795-3705	Juana Diaz
Marietta	Love County Health Dept.	200 C. E. Colston, Marietta, OK 73448	580-276-2531	Marcella Kirk, Charla Gwin
McAlester	Pittsburgh County Health Dept.	1400 E College Ave., McAlester, OK 74501	918-423-1267	Lesia Curry
Muskogee	Muskogee County EMS	200 Callahan, Muskogee, OK 74403	918-683-0130	Carlene Morrison, Rebecca Smith
Muskogee	AAA	1021 W Okmulgee St., Muskogee, OK	918-683-0341	Beck Mayes
Okemah	Okfuskee County Health Dept.	125 N 2nd St., Okemah, OK 74859	918-623-1800	Amy Ashley
Pauls Valley	Garvin County Health Dept.	1809 S Chickasaw, Pauls Valley, OK 73075	405-238-7346	Jodie Garrison, Vickie Long
Ponca City	Kay County Health Dept.	433 Fairview, Ponca City, OK 74601	580-762-1641	Erika Macy, Mary Richards
Ponca City	Ponca City Fire Department	500 E Grand, Ponca City, OK	580-767-0361	David VanBuskirk
Purcell	Purcell Police Dept.	1515 N Green Ave., Purcell, OK	405-527-4691	Heather Kaluzny
Sayre	Beckham County Health Dept.	115 S 4th St., Sayre, OK 73662	580-928-5551	Glenda Calverley
Shawnee	Absentee Shawnee Injury Prevention Program	2029 South Gordon Cooper, Shawnee, OK 74801	405-360-0698	Sacha Almanza

Oklahoma Child Restraint Inspection Stations

City	Name	Location	Phone	Certified Technician
Shawnee	Pottawatomie County Health Dept.	1904 Gordon Cooper Dr., Shawnee, OK 74801	405-273-2159	Sherri Shahan
Stigler	Haskell County Health Dept.	1407 NE D, Ste A, Stigler, OK 74462	918-967-3304	Martha Speer
Stillwater	AAA	106 W. Miller Ave., Stillwater, OK	918-748-1074	Chelsie Cheves
Tishomingo	Johnston County Health Dept.	1080 S Byrd St., Tishomingo, OK 73460	580-371-2470	Angela Brooks
Vinita	Craig County Health Dept.	115 E Delaware, Vinita, OK 74301	918-256-7531	Anna McSpadden
Wagoner	Wagoner County Health Dept.	212 N Pierce, Wagoner, OK 74467	918-485-3022	Debbie Black
Waurika	Jefferson County Health Dept.	107 E Anderson Ave., Waurika, OK 73573	580-228-2313	Marcella Kirk
Weatherford	Custer County Health Dept.	220 N Bradley, Weatherford, OK 73096	580-772-6417	Daniela Hernandez
Wewoka	Seminole County Health Dept.	200 S Brown, Wewoka, OK 74884	405-257-5401	Jan Hagar
Wilburton	Latimer County Health Dept.	201 W Main, Wilburton, OK 74578	918-465-5673	Kellie Stanford

O.S. 47 § 12-417. Operators and front seat passengers required to wear safety belts - Exemptions - Assessment of points prohibited - Fine and court costs limited – Municipal ordinances.

A. 1. Every operator and front seat passenger of a Class A commercial motor vehicle, Class B commercial motor vehicle, Class C commercial motor vehicle or a passenger vehicle operated in this state shall wear a properly adjusted and fastened safety seat belt system, required to be installed in the motor vehicle when manufactured pursuant to 49 C.F.R., Section 571.208.

2. For the purposes of this section, "passenger vehicle" shall mean a Class D motor vehicle, but shall not include trucks, truck-tractors, recreational vehicles, motorcycles, or motorized bicycles, or a vehicle used primarily for farm use which is registered and licensed pursuant to the provisions of Section 1134 of this title.

B. The Commissioner of Public Safety, upon application from a person who, for medical reasons, is unable to wear a safety seat belt system supported by written attestation of such fact from a physician licensed pursuant to Section 495 of Title 59 of the Oklahoma Statutes, may issue to the person an exemption from the provisions of this section. The exemption shall be in the form of a restriction appearing on the driver license of the person and shall remain in effect until the expiration date of the driver license. Nothing in this subsection shall be construed to prevent the person from applying for another exemption as provided for in this section. The issuance of an attestation by a physician and the subsequent issuance of an exemption by the Commissioner, in good faith, shall not give rise to, nor shall the physician and the state thereby incur, any liability whatsoever in damages or otherwise, to any person injured by reason of failure of the person to wear a safety seat belt system.

C. This section shall not apply to an operator of a motor vehicle while performing official duties as a route carrier of the U.S. Postal Service.

D. The Department of Public Safety shall not record or assess points for violations of this section on any license holder's traffic record maintained by the Department.

E. Fine and court costs for violating the provisions of this section shall not exceed Twenty Dollars (\$20.00).

F. Municipalities may enact and municipal police officers may enforce ordinances prohibiting and penalizing conduct under provisions of this section, but the provisions of those ordinances shall be the same as provided for in this section, and the enforcement provisions under those ordinances shall not be more stringent than those of this section.

Added by Laws 1985, c. 123, § 2, eff. Feb. 1, 1987. Amended by Laws 1988, c. 271, § 2, eff. March 1, 1989; Laws 1997, c. 290, § 1, eff. Nov. 1, 1997; Laws 2000, c. 99, § 4, eff. Nov. 1, 2000; Laws 2002, c. 35, § 1, eff. Nov. 1, 2002; Laws 2005, c. 190, § 10, eff. Sept. 1, 2005; Laws 2012, c. 207, § 7, emerg. eff. May 8, 2012.

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Part 2: Traffic Records (23 CFR 1200.22)

**MAP 21: Section 405(c)
State Traffic Safety Information
System Improvements**

OKLAHOMA DEPARTMENT OF PUBLIC SAFETY

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TRCC CHARTER

Uploaded to TRIPRS database on March 20, 2013

Section: State TRCC Information

TRCC Charter Docs

TRCC meeting schedule and reports during the last 12 months

Uploaded to TRIPRS database on June 19, 2013

Section: Other Information/Attachments

2014 Sec 405(c) App TRCC Meetings

TRCC Membership, organization and function represented

Uploaded to TRIPRS database on June 19, 2013

Section: State TRCC Information

OK-TRCC Information

State Traffic Records Coordinator

Mr. Ricky Adams, Chairman, Oklahoma Traffic Records Council

State Strategic Plan

Uploaded to TRIPRS March 7, 2013 (revision date September 18, 2012)

Section: Full Strategic Plan

OTRC Strategic Plan – revised

Performance Measures from the State Strategic Plan Used to Demonstrate Quantitative Improvement in the Preceding 12 Months

Uploaded to TRIPRS June 26, 2013

Section: Other Information/Attachments

2014 Interim Progress Report

State's Most Recent Traffic Records Assessment

Uploaded to TRIPRS July 13, 2011

Section: Assessments

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Part 3: Impaired Driving (23 CFR 1200.23)

**MAP 21: Section 405(d)
Impaired Driving Countermeasures**

OKLAHOMA DEPARTMENT OF PUBLIC SAFETY

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Creation of a Statewide Task Force: The Governor's Impaired Driving Prevention Advisory Council

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

Alcoholic Beverage Laws Enforcement Commission,
Department of Corrections,
Oklahoma Bureau of Narcotics and Dangerous Drugs,
Oklahoma Department of Mental Health and Substance Abuse Services,
Oklahoma Department of Public Safety,
Oklahoma District Attorneys Council,
Oklahoma Highway Safety Office,
The Oklahoma Legislature,
The Supreme Court of the State of Oklahoma, and
Stop D.U.I. Oklahoma, a citizen activist organization.

Legislation was drafted and submitted to a legislative member for consideration.

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

Governor Fallin thus creating the Governor's Impaired Driving Prevention Advisory Council (GIDPAC).

Since its creation in February, the proposed appointees met in April to review the Impaired Driving Assessment recommendations. Gubernatorial appointments were finalized on May 30, 2013. Included as part of this application are a copy of the Governor's Executive Order 2013-03, the appointed members list (see attached), Interim Chair and Vice Chair appointments, a meeting agenda, meeting minutes, future meeting dates, and the recommendations list that served as a guide for discussion at the April meeting.

The Oklahoma Highway Safety Office is in process of developing a strategic plan, in accordance with NHTSA's Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving, including sections specific to program management and strategic planning, prevention, the criminal justice system, communication programs, alcohol and other drug misuse, and program evaluation and data. The strategic plan will be reviewed by GIDPAC members for their approval at the August 2013 meeting and submitted to NHTSA by September 1, 2013.



Mary Fallin
Governor

FILED

FEB 05 2013

OKLAHOMA SECRETARY
OF STATE

**EXECUTIVE DEPARTMENT
EXECUTIVE ORDER 2013-03**

I, Mary Fallin, Governor of the State of Oklahoma, by the authority vested in me pursuant to Sections 1 and 2 of Article VI of the Oklahoma Constitution and Sections 3316 and 3317 of Title 74 of the Oklahoma Statutes, hereby establish the Governor's Impaired Driving Prevention Advisory Council.

The purpose of the Council shall be to reduce the incidence of impaired driving and associated traffic crashes in the State of Oklahoma. Traffic deaths due to impaired driving continue to decrease nationwide; however, Oklahoma's death rate per 100,000 people has increased significantly. Oklahoma's impaired driving death rate is higher than 46 other states, and Oklahoma ranks 51st for improvement in this category over the last 10 years.

These statistics only reflect *alcohol* impaired fatalities and do not reflect the increasing contribution of *prescription and illicit drugs* to the incidence of impaired driving and associated traffic crashes in the State of Oklahoma. This is an alarming trend, particularly since Oklahoma was the highest ranked state for nonmedical use of prescription painkillers in 2010 and ranked 9th in overall national drug overdose rates during the same year.

The Governor's Council shall consist of not more than 10 members. All members shall be appointed and serve at the pleasure of the Governor. Members shall have training and experience in matters related to impaired driving; this may include persons who are or have been engaged in fields related to law enforcement, adjudication, substance abuse services, or an individual who has been affected by substance abuse. The Council shall be subject to sunset review two years from the date of this Executive Order.

The Council shall meet at such times and places as it deems appropriate. Members shall serve without compensation. Council members employed by a state agency shall be reimbursed travel expenses related to their service on the Council by their respective state agency as authorized by state law. Legislative members of the Council shall be reimbursed by their respective bodies for necessary travel expenses related to their service on the Council as authorized by state law. Remaining Council members shall be reimbursed travel expenses related to their service on the Council as authorized by state law by the Oklahoma Highway Safety Office.

The Oklahoma Highway Safety Office shall work with the Council to create the organizational framework necessary to ensure efficient and effective operations, including bylaws and operating procedures. Administrative support for the Council, including personnel necessary to ensure the proper performance of the duties and responsibilities of the Council, shall be provided by the

045962

Oklahoma Highway Safety Office. The Secretary of Safety and Security shall appoint the initial chair and vice chair.

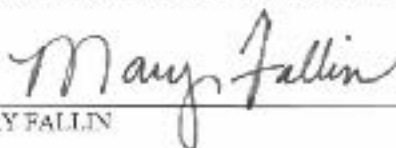
The Council shall collect, analyze, and interpret national, state, and local data on impaired driving and associated traffic crashes. In addition, the Council shall review, evaluate, and monitor the impaired driving system of this state; develop, implement, and oversee a plan for addressing identified gaps in the State's impaired driving system; and provide a network of communication and cooperation among the various stakeholders to coordinate and integrate state and local efforts and resources to reduce the incidence of impaired driving and associated traffic crashes.

The Council shall complete and submit the statewide plan for reducing the incidence of impaired driving and associated traffic crashes to the Governor within one year of the date of this Order. The Council shall act in an advisory capacity to the Governor on all issues including, but not limited to, the creation, implementation, evaluation, and revision of the statewide plan.

This Executive Order shall be distributed to the Oklahoma Highway Safety Office, which shall cause the provisions of this Order to be implemented.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Oklahoma to be affixed at Oklahoma City, Oklahoma, this 5th day of February, 2013.

BY THE GOVERNOR OF THE STATE OF OKLAHOMA


MARY FALLIN

ATTEST:-


SECRETARY OF STATE



Governor's Impaired Driving Prevention Advisory Council Appointees

Keith Burt, Director

Alcoholic Beverage Laws Enforcement
Commission
3812 N. Santa Fe, Suite 200
Oklahoma City, Oklahoma 73118
E-mail: kburt@able.ok.gov
Telephone: (405) 521-3484

Senator Kim David

Oklahoma State Capitol
2300 N. Lincoln Blvd., Room 417A
Oklahoma City, Oklahoma 73105
E-Mail: david@oksenate.gov
Telephone: (405) 521-5590

The Honorable Donald Deason

District Judge Oklahoma County
Oklahoma Courthouse
321 Park Avenue, Room 809
Oklahoma City, OK 73102
E-Mail: Donald.deason@oscn.net
Telephone: (405) 713-2352

Eric Franklin, Deputy Director

Department of Corrections
Employee Development and Offender Service:
2901 N. Classen, Suite 200
Oklahoma City, Oklahoma 73106
E-mail: eric.franklin@doc.state.ok.us
Telephone: (405) 962-6100

Liz Gifford, Director

Stop D.U.I. Oklahoma
Post Office Box 4264
Tulsa, Oklahoma 73159
E-Mail: stopduioklahoma@cox.net
Telephone: (918) 313-4720

Commissioner Michael C. Thompson

Oklahoma Department of Public Safety
PO Box 11415
Oklahoma City, OK 73136-0415
E-mail: mike.thompson@dps.state.ok.us
Telephone: (405) 425-2148

**Stephen A. Kunzweiler,
Criminal Division Chief**

Tulsa County District Attorney's Office
500 S. Denver, Suite 900
Tulsa, Ok. 74103
E-Mail: skunzweiler@tulsacounty.org
Telephone: (918) 596-4899

Garry Thomas, Director

Oklahoma Highway Safety Office
3223 N. Lincoln Blvd.
Oklahoma City, OK 73105
E-Mail: gthomas@dps.state.ok.us
Telephone: (405) 523-1570

Darrell Weaver, Director

Oklahoma Bureau of Narcotics and
Dangerous Drugs
419 N.E. 38th Terrace
Oklahoma City, OK 73105
E-Mail: dweaver@obn.state.ok.us
Telephone: (405) 521-288

Commissioner Terri White

Oklahoma Department of Mental Health and
Substance Abuse Services
1200 NE 13th Street
P.O. Box 53277
Oklahoma City, OK 73152-3277
E-mail: tlwhite@odmhsas.org
Telephone: (405) 522-3908



STATE OF OKLAHOMA
DEPARTMENT OF PUBLIC SAFETY

Appointments

for the

GOVERNOR'S IMPAIRED DRIVING PREVENTION ADVISORY COUNCIL

Pursuant to the authority vested in me by Executive Order 2013-03, I hereby make the following appointments to the Governor's Impaired Driving Advisory Council:

Chair

Garry Thomas, Director
Oklahoma Highway Safety Office

Vice Chair

Toby Taylor, Impaired Driving Programs Coordinator
Oklahoma Highway Safety Office

These appointments shall remain in full force and effect until such time as the members of the Governor's Impaired Driving Advisory Council elect a Chair and Vice Chair pursuant to the adoption of bylaws at a duly constituted meeting.

A handwritten signature in blue ink, appearing to read "Michael C. Thompson", written over a horizontal line.

Michael C. Thompson
Oklahoma Secretary of Safety and Security

GOVERNOR'S IMPAIRED DRIVING PREVENTION ADVISORY COUNCIL

**Oklahoma History Center
The Chesapeake Events Center
800 Nazih Zuhdi Drive - Oklahoma City, OK 73105
April 19, 2013
10:00 a.m.**

SPECIAL MEETING

Note: The Governor's Impaired Driving Prevention Advisory Council may discuss, vote to recommend approval, vote to recommend denial, or decide not to vote on any item on this Agenda.

1. Call Meeting to Order

2. Welcome

Information: Remarks to Council members by Michael C. Thompson, Cabinet Secretary of Safety and Security.

3. GIDPAC Discussion

Information: Chairperson Garry Thomas will discuss the background and expectations of the Advisory Council with Council members.

4. Impaired Driving in Oklahoma

Information: Vice Chairperson Toby Taylor will discuss the current impaired driving situation in Oklahoma with Council members.

5. GIDPAC Member Agencies Overview

Information: Council members will discuss their agencies' missions and impaired driving roles with Council members.

6. Strategic Planning Discussion

Information: Members will discuss and prioritize the recommendations contained in the Impaired Driving Technical Assessment of Oklahoma's impaired driving program administered by the National Highway Traffic Safety Administration (NHTSA) in November, 2012.

7. Establishing GIDPAC

Information: Chairperson Thomas will discuss the adoption of bylaws and election of officers with Council members.

Governor's Impaired Driving Prevention Advisory Council

Special Meeting Minutes

Friday, April 19, 2013 – 10:00 a.m.

Oklahoma History Center Chesapeake Events Center

Gov. Mary Fallin, by executive order #2013-03, established the Governor's Impaired Driving Prevention Advisory Council (GIDPAC) on Feb. 5, 2013. Mr. Garry Thomas, Oklahoma Highway Safety Office Director, was named Interim Chairman; Mr. Toby Taylor, OHSO Impaired Driving Programs Coordinator, was named Interim Vice-Chairman. No other appointments have been made; therefore, no official actions were taken at this initial meeting.

1. The meeting was called to order by Mr. Thomas.
2. Welcome was given by Michael C. Thompson, Oklahoma Secretary of Safety and Security. A moment of silence was observed in commemoration of the April 19, 1995, bombing of the Alfred P. Murrah Federal Building. Commissioner Thompson summarized Oklahoma's multi-faceted problem with impaired driving and reiterated that the goal of the GIDPAC is to establish a framework for working together to reduce impaired driving and related crashes.
3. Attendees were introduced. Those present included:
 - Michael Thompson, Department of Public Safety
 - Garry Thomas, Oklahoma Highway Safety Office
 - Toby Taylor, Oklahoma Highway Safety Office
 - Sabrina Mackey, Oklahoma Highway Safety Office
 - Alice Collinsworth, Oklahoma Highway Safety Office
 - Steve Krise, Department of Public Safety
 - Terri White, Oklahoma Department of Mental Health and Substance Abuse Services
 - Jessica Hawkins, Oklahoma Department of Mental Health and Substance Abuse Services
 - Ray Caesar, Oklahoma Department of Mental Health and Substance Abuse Services
 - Liz Gifford, Stop DUI Oklahoma
 - Paul Robinson, Oklahoma Bureau of Narcotics and Dangerous Drugs
 - Lee Cohlma, District Attorneys Council
 - Jeff Sifers, Traffic Safety Resource Prosecutor
 - Judge Donald Deason, Oklahoma County

Erik Franklin, Oklahoma Department of Corrections
Eric Day, University of Oklahoma
Michael Kramer, University of Oklahoma
Sen. Kim David, District 18
Erik Smoot, Alcoholic Beverage Laws Enforcement Commission

4. Mr. Thomas summarized the Statewide Impaired Driving Assessment, carried out in November, 2012 by a team of NHTSA-recommended experts. He explained that a statewide proposal will be made by Feb. 5, 2014, in order to address these problems and propose multi-agency communications and solutions.
5. Mr. Taylor reviewed Oklahoma's fatality rates, alcohol-related fatality rates, drug-related crash data and prescription drug use/abuse statistics.
6. The group read and discussed the list of recommendations from the Assessment.
7. The group recommended the creation of three working groups: Prevention/Treatment (Jessica Hawkins, ODMHSAS, contact person); Communications (Alice Collinsworth, OHSO, contact person), and Criminal Justice (contact person[s] to be determined). The OHSO will provide support and assistance as needed. These groups will meet before July 1.
8. Date for the next GIDPAC meeting was set for 10:00 a.m. on Tuesday, July 9, 2013. Location and details will be announced later.
9. The meeting was adjourned at 3:30 p.m.

Future GIDPAC meetings:

July 9, 2013
10:00a.m. – 4:00p.m.
Oklahoma State Bureau of Investigations Conference Room

August 20, 2013 (tentative)
10:00a.m. – 4:00p.m.
Location TBD

Another 2013 quarterly meeting is TBA

2012 OKLAHOMA IMPAIRED DRIVING ASSESSMENT RECOMMENDATIONS

Key:

Program Management and Strategic Planning
Prevention
Criminal Justice System
Communications Program
Alcohol and Other Drugs Misuse
Program Evaluation and Data

Pg. No. The page number in the *State of Oklahoma Technical Assessment of the Impaired Driving Program* report.

ID The identification number assigned to the specific recommendation.

PRI The priority recommendation assigned by OHSO for purposes of discussion:

- Priority One: Identified program gap that the GIDPAC can fill in both the near and long term.
 - **Near -Term** – 1 to 12 months
 - **Long-Term** – 13 months to 2 years
- Priority Two: Suggestions that can be satisfied easily by one organization without requiring much cross-program integration.
- Priority Three: Areas where the GIDPAC can influence change, but political support would be needed to effect desired outcomes.
- Priority Four: Any recommendation that does not meet the above criteria. Such recommendations will be saved for future consideration.

Bolded areas are Assessors' priority recommendations.

I. Program Management and Strategic Planning				
Pg. No.	ID	State and Tribal DWI Task Forces or Commissions Recommendations	PRI	Discussion
12	TF1	Pass and implement the proposed legislation to establish a State impaired driving task force/leadership team with clear direction, authority, and the high-level support and capabilities needed to move forward to implement and coordinate significant initiatives to reduce impaired driving.	2	Completed – Executive Order 2013-03 effective 2/5/13
12	TF2	Ensure diverse representation and perspectives in all State impaired driving task forces.	1	
12	TF3	Continue to encourage and work with tribes in Oklahoma to incorporate their perspectives in task force and leadership team collaborations.	1	
Pg. No.	ID	Strategic Planning Recommendations	PRI	Discussion
16	SP1	Develop, implement and oversee a State strategic plan to reduce impaired driving that creates a vision for reducing impaired driving to which all partners can commit.	1	
16	SP2	Incorporate data elements from all facets of the impaired driving system (i.e., conviction rates, recidivism rates, outreach measures, etc.) into planning, problem identification, and project selection processes.	1	

16	SP3	Develop unifying, statewide goals that represent verifiable improvements in the State's impaired driving problem and that incorporate all facets of the impaired driving system, including adjudication, law enforcement, prevention, education, and traffic records.	1	
17	SP4	Ensure that State plans, including the Strategic Highway Safety Plan, Highway Safety Plan, and impaired driving strategic plan, are routinely coordinated, updated and incorporate changes in priorities and programs so that all plans continue to be living, useful documents.	1	
17	SP5	Provide opportunities, such as meetings and conferences, for traditional and new partners to participate in the highway safety program through setting traffic safety goals, identifying and determining priorities, and developing and implementing creative solutions to the impaired driving problem.	1	
Pg. No.	ID	Program Management Recommendations	PRI	Discussion
21	PM1	Engage the Governor in high-profile activities and leadership events in support of the impaired driving program.	1	
21	PM2	Train program managers and project directors in impaired driving issues, programs, and management.	2	
21	PM3	Continue to support and implement an electronic grants management system which would streamline processes, ease reporting, and allow grant-related data to be more readily accessible.	2	
21	PM4	Expand the outreach of project proposal solicitation for traffic safety grant-funded projects in addition to law enforcement; use recommendations from this assessment to solicit proposals in prosecution and adjudication, education and communication, prevention, traffic and evaluation.	2	

21	PM5	Incorporate performance measures in the entire traffic safety grant process from beginning to end – identifying performance measures expected, expecting performance measures to be included in project proposals, and using these measures to compare actual versus expected performance to analyze and report on program results in the final <i>Annual Report</i> .	2	
21	PM6	Review the point system and selection/funding process for traffic safety grant projects to ensure that they allow for a balanced approach of short-term and longer-range solutions appropriate to the complexities and needs of a comprehensive impaired driving system.	2	
21	PM7	Continue support of program and grants management training for all managers responsible for the appropriate, legal, and most effective use of traffic safety funds.	2	
21	PM8	Review evidence-based project examples for potential implementation in Oklahoma using <i>Countermeasures That Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices</i> , Sixth Edition, 2011.	1	http://www.nhtsa.gov/staticfiles/nti/pdf/811444.pdf
Pg. No.	ID	Resources Recommendations	PRI	Discussion
26	R1	Determine the availability of and gaps in resources for impaired driving efforts.	1	
26	R2	Create, distribute, and maintain an updated directory of impaired driving partners including their roles, responsibilities and resources, to provide an overall understanding of the depth and breadth of impaired driving efforts.	1	
26	R3	Develop and implement a plan to generate and utilize additional resources from private and public sources, including the potential federal transfer funds from Section 164.	1	
26	R4	Create a consistent, dedicated fund source, such as those in the states of New Mexico, New York, Vermont, or	1	

		Washington, that can provide a high level of self-sufficiency for impaired driving programs.		
26	R5	Establish a single point of contact to which the public and all impaired driving partners can go for information on impaired driving programs and issues.		Completed - OHSO Impaired Driving Programs Coordinator

		II. Prevention		
Pg. No.	ID	Responsible Alcohol Service Recommendations	PRI	Discussion
33	RA1	Increase the state excise tax on alcoholic beverages and dedicate a portion of revenues to alcohol abuse and impaired driving prevention and intervention programs.	3	
Pg. No.	ID	Community Based Programs Recommendations	PRI	Discussion
39	CB1	SCHOOL: Provide current and local impaired driving and traffic safety information to Healthy & Fit School Advisory Committees for use in developing comprehensive health programs.	2	
39	CB2	SCHOOL: Coordinate content, presentations and implementation schedules of school-based evidence-based substance abuse prevention programs and impaired driving prevention programs.	2	
39	CB3	SCHOOL: Implement prevention strategies that will reduce impaired driving risk factors by changing parental and community attitudes and norms and young people's perception of these norms.	1	
41	CB4	EMPLOYERS: Implement a comprehensive employer traffic safety program.	1	
41	CB5	EMPLOYERS: Provide timely, accurate and local impaired driving information for use in Drug Free Workplace programs and employee assistance programs.	2	
44	CB6	COALITIONS: Ensure that highway safety professionals participate in all local, regional and state substance abuse, underage drinking and health and wellness task forces.	2	
45	CB7	TRANSPORTATION: Ensure that all designated driver programs stress "no use" of alcohol messages for the designated driver.	1	
45	CB8	TRANSPORTATION: Ensure alternative transportation programs do not encourage or enable excessive drinking.	1	
45	CB9	TRANSPORTATION: Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals or unintentionally promote over-consumption.	1	

		III. Criminal Justice System		
Pg. No.	ID	Laws Recommendations	PRI	Discussion
51	L1	Pass and implement the proposed legislation to establish a State impaired driving task force/leadership team with clear direction, authority, and the high-level support and capabilities needed to move forward to implement and coordinate significant initiatives to reduce impaired driving.	2	Completed – Executive Order 2013-03 effective 2/5/13
51	L2	Enact a “Per se” statute that makes it a criminal offense to have any detectable amount of an illegal drug or metabolite in one’s body/body fluids when operating a motor vehicle.	3	
Pg. No.	ID	Enforcement Recommendations	PRI	Discussion
57	E1	Continue to sponsor meaningful awards and recognition programs.	2	
57	E2	Develop and implement procedures for checkpoints using minimal staffing levels.	1	
57	E3	Develop and implement a comprehensive sobriety checkpoint plan.	1	
57	E4	Ensure that DUI enforcement is a priority for law enforcement grantees.	2	
57	E5	Continue to develop programs to sustain high visibility DUI enforcement.	2	
57	E6	Provide funding to support the DRE program.	2	
57	E7	Continue to purchase technology in support of impaired driving enforcement.	2	
57	E8	Continue to develop and implement annual impaired driving conferences for law enforcement, prosecutors, and judges.	2	
57	E9	Ensure that Law Enforcement Liaisons (LEL) work with a variety of organizations to enhance impaired driving education outreach.	2	
57	E10	Enact legislation to strengthen vehicle impoundment and forfeiture laws in order to reduce habitual offenders.	3	47 O.S. 11-902b

Pg. No.	ID	Prosecution Recommendations	PRI	Discussion
60	P1	Develop and implement a strategic plan to deliver state-of-the-art training, such as in Standardized Field Sobriety Test (SFST), Drug Recognition Expert (DRE), and emerging technologies for the detection of alcohol and other drugs for prosecutors. This plan should have learning objectives and use state of the art adult education practices.	2	
60	P2	Ensure close cooperation among prosecutors, state toxicologists and arresting law enforcement officers (including DRE) in drug-impaired driving cases by holding shared appropriate training opportunities.	2	
60	P3	Establish and adhere to strict policies on plea negotiations and deferrals in impaired driving cases and require that plea negotiations to a lesser offense be made part of the record and count as a prior impaired driving offense.	1	
Pg. No.	ID	Adjudication Recommendations	PRI	Discussion
64	A1	Develop and implement a strategic plan for the delivery of the judicial education that will include technical evidence presented in impaired driving cases, including Standardized Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) testimony, emerging technologies, such as Ignition Interlock Devices (IID), for the detection of alcohol and other drugs, and sentencing strategies for this class of offenders.	2	
64	A2	Undertake a specific planned outreach to the appellate courts to inform them of the educational efforts underway and seek their support/leadership for ethical uses of forensic science.	2	
Pg. No.	ID	Administrative Sanctions Driver License Programs Recommendations	PRI	Discussion
70	AS1	ALR AND VEHICLE SANCTIONS: Study the recidivism rates of persons whose modified licenses were cancelled due to Interlock start failures to determine whether removal of the	1	

		interlock and cancellation of the driving privilege is effective in reducing alcohol-impaired driving among previous offenders.		
70	AS2	ALR AND VEHICLE SANCTIONS: Study Ignition Interlock downloads of re-offenders to determine if there is a pattern that would be indicative of increasing alcohol use and decreasing compliance that could contribute to an affirmative determination by a qualified professional(s) of likelihood of continued risky driving behavior prior to reinstating the unrestricted driver license.	1	
70	AS3	ALR AND VEHICLE SANCTIONS: Differentiate the interlock-restricted driver license from the regular driver license, making it more readily identifiable to law enforcement to assist in detection of violations of the requirement.	2	Completed – 47 O.S. 6-111(f)
74	AS4	PROGRAMS: Add language to the Graduated Drivers License (GDL) statute to require passengers to be properly restrained.	3	

		IV. Communication Program		
Pg. No.	ID	Communication Program Recommendations	PRI	Discussion
80	C1	Establish a public information officer work group among highway safety partners to coordinate efforts and share resources.	1	
80	C2	Conduct in-depth analyses and evaluation of the communications program to determine reaction to messages, identify the most effective marketing strategies, and create and implement a more effective communications plan.	1	
80	C3	Use impaired driving and survey data to better target communications activities such as events and media buys.	2	
80	C4	Increase diversity outreach to minority populations, particularly the Hispanic and tribal communities.	2	
80	C5	Increase private participation in the impaired driving communication program to create a strong impression of widespread support of impaired driving efforts and to obtain additional resources, such as donations of space and promotional materials, to expand the reach of impaired driving messages.	2	

		V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation		
Pg. No.	ID	Criminal Justice System Recommendations	PRI	Discussion
84	CJ1	Provide results of the Alcohol and Drug, Substance Abuse Course (ADSAC) assessment to courts for use in sentencing.	1	
84	CJ2	Implement DUI Courts throughout Oklahoma.	1	
Pg. No.	ID	Medical and Other Settings Recommendations	PRI	Discussion
86	MO1	Implement screening, Briefing Intervention and Referral to Treatment in all hospital emergency rooms in Oklahoma.	2	
86	MO2	Implement screening, Briefing Intervention and Referral to Treatment in non-hospital settings such as family practices, college and high school campuses and jails throughout Oklahoma.	2	
Pg. No.	ID	Treatment and Rehabilitation Recommendations	PRI	Discussion
88	TR1	Implement a DUI tracking system including information from arrest to completion of treatment.	1	

		VI. Program Evaluation and Data		
Pg. No.	ID	Evaluation Recommendations	PRI	Discussion
91	E1	Include a session in the Project Director's course that stresses the importance of evaluation, covers evaluation components, and assists project directors to conduct their own evaluations and report results.	2	
91	E2	Provide the Transportation Safety Institute's course on evaluation to new or additional state program managers and project directors.	2	
Pg. No.	ID	Data and Records Recommendations	PRI	Discussion
96	DR1	Develop and implement a comprehensive DUI tracking system.	1	
Pg. No.	ID	Driver Records Systems Recommendations	PRI	Discussion
98	DRS1	Develop and implement a quality control program, with the help of the OK.gov authority, to provide monthly reports on conviction data received from individual courts, in order that failure to report or partial reporting by any one court can be quickly ascertained and addressed. Such a program should manage timeliness of reporting, number of errors, types of errors, and average number of convictions reported, so that data for training and process improvements is readily available.	2	

Part 5: Motorcycle Safety (23 CFR 1200.25)

**MAP 21: Section 405(f)
Motorcycle Safety**

OKLAHOMA DEPARTMENT OF PUBLIC SAFETY

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The Oklahoma Department of Public Safety is responsible for approving guidelines and standards for courses of instruction for all driver training programs. With respect to motorcycle rider instruction programs, this is accomplished through the Department of Public Safety's Driver License Services Divisions.

Motorcycle safety training is regulated by the following state statutes and agency rules:

Title 47 O.S. § 40-121. Motorcycle Safety and Education Program (See Reference 1)

This statute creates the program and provides the Commissioner of Public Safety as the authority to establish guidelines and standards for instruction. It also provides authority for a regular review of the courses of instruction.

DPS Rules: 595:40-1-9. Prescribed Course of Study (See Reference 2)

This agency rule formally adopts the Motorcycle Safety Foundation's curriculum as the only course of instruction to be used by motorcycle education instructors certified by the Department of Public Safety.

Reference 1: Title 47 O.S. § 40-121. Motorcycle Safety and Education Program

A. There is hereby created in the Department of Public Safety the "Motorcycle Safety and Education Program". The Commissioner of Public Safety may hire an Administrator who shall be responsible for the administration and operation of the Program, as determined by the Commissioner.

B. 1. The Program shall include guidelines and standards for courses of instruction, as established and approved by the Commissioner and which are taught by certified instructors, as prescribed by the Commissioner. The courses shall meet or exceed nationally accepted standards for courses of instruction in motorcycle safety and education. The courses shall include instruction for novice and experienced motorcycle operators and passengers, instruction in motorist awareness and alcohol and drug awareness, and any other instruction the Commissioner deems appropriate for motorcycle safety and education.

B.2. The Program may include provisions for marketing and promotion, improving motorcycle license testing procedures, and such other provisions as deemed appropriate by the Commissioner.

B.3. The Commissioner shall evaluate the Program every two (2) years and shall periodically inspect public and private facilities and equipment and periodically evaluate procedures used in the courses of instruction. Evaluation and inspection reports shall be submitted to the Advisory Committee.

C. The cost of administering and operating the Motorcycle Safety and Education Program shall be funded by the Motorcycle Safety and Education Program Revolving Fund, as created in Section 40-123 of this title. The Commissioner shall promulgate rules necessary to implement and administer the provisions of Sections 40-121 through 40-123 of this title.

Reference 2: DPS Rules: 595:40-1-9. Prescribed Course of Study

(a) A prescribed course of study of Driver Education shall be designed to develop knowledge of those provisions of the Oklahoma Vehicle Code and other laws of this state relating to the operation of motor vehicles, acceptance of personal responsibility in traffic, appreciation of the causes, seriousness, and consequences of traffic collisions, and to develop the knowledge, attitudes, habits, and skills necessary for the safe operation of motor vehicles.

(b) Public Schools must be in compliance with Oklahoma State Board of Education rules and regulations. Non public/Commercial schools must meet the following requirements:

(1) Students must be at least fifteen (15) years of age and regularly enrolled and certified by the instructor as taking a prescribed driver education course, certified by the Department of Public Safety.

(2) Private and Parochial students shall receive a minimum of thirty (30) hours of classroom instruction and a minimum of six (6) hours of actual driving in the Driver Education vehicle, while accompanied by and under the supervision of a qualified Driver Education instructor.

(3) Each commercial student, except for commercial motorcycle students, shall receive a minimum of ten (10) hours of classroom instruction and a minimum of six (6) hours of actually driving the Driver Education vehicle, while accompanied by and under the supervision of a qualified Driver Education instructor who is occupying the front seat of the vehicle.

(4) Instruction shall include, but not be limited to, the following:

(A) Signs, signals, highway markings and highway design.

(B) Rules of the road, state laws, and local ordinances.

(C) Driving attitude toward motorcyclists, bicyclists, and pedestrians.

(D) Basic driving maneuvers.

(E) Operation of motor vehicle on streets and highways.

(F) Familiarity with the Oklahoma Driver's Manual, distributed by the Department of Public Safety. Copies of this manual are available at motor license agencies or online at www.dps.state.ok.us/dls/.

(G) Insurance laws of the State.

(H) Financial responsibility.

(I) Seat belt use and laws.

(J) Effects of natural laws on driving.

(K) Alcohol and drug substance abuse and the effect on driving.

(L) Basic vehicle maintenance including fluid levels, tire pressure and lighting systems.

(M) Skills:

(i) Starting.

- (ii) Backing.
- (iii) Parallel parking.
- (iv) Hill parking.
- (v) Starting on hill.
- (vi) Intersection movement and observance.
- (vii) Lane observance and changing.
- (viii) Left and right turns.
- (ix) Pedestrian and vehicle right-of-way.
- (x) Proper use of automatic and/or standard transmission.
- (xi) Use of brake and accelerator.
- (xii) Traffic lights or signals.

(5) All passengers, students and instructors in the driver education vehicle shall comply with the Oklahoma Mandatory Seat Belt Use Act, 47 O.S. §§ 12-416 through 12-420, whenever the vehicle is in operation.

(6) A student roster list must be filed on forms provided for this purpose and approved by the Department of Public Safety before behind-the-wheel instruction begins.

(7) Driving instruction shall not be conducted within a one mile radius of the Department of Public Safety or any district office thereof.

(c) The Motorcycle Safety Foundation Curriculum is hereby adopted by reference which shall be the only course of instruction used by motorcycle education instructors certified by the Department of Public Safety.

(1) A copy of the curriculum is available at the Department of Public Safety Driver License Examining Division.

(2) Every school shall develop written and driving examinations to determine the students knowledge and performance in accordance with the prescribed curriculum.

1200.25 (e) (1) (ii) (B), 1200.25 (e) (1) (iii) Offer at least one motorcycle rider training course in Counties or political subdivision that account for a majority of the State's registered motorcycles. States to submit information regarding the motorcycle rider training courses offered in the 12 months preceding the due date of the grant application.

Oklahoma provides motorcycle safety training, as described on pages E-49 – E-50, in 16 counties which collectively represent 61% of the State's registered motorcycles. This table is a partial list (from the Motorcycle Safety Foundation website) consisting of the counties, the date of at least one class held in each respective location within the past 12 months, the number of registered motorcycles in each county and a calculation of the percentage of the total number of motorcycle registrations that number represents.

Locations	City	County	Registered MC in County	MC Course Date
				March 1-3, 2013
Great Plains Tech Ctr. (Parking Lot)	Lawton	Comanche	4237	(3 – 4 classes per month)
				June 20, 2013
Myers-Duren Harley-Davidson – Tulsa	Sapulpa	Creek	2261	(2 – 3 classes per month)
				March 9-10, 2013
Chisholm Trail Tech Ctr./Omega Campus	Omega	Kingfisher	607	(2 classes per month)
Brown’s Driving School OKC/Purcell				March 26, 2013
McClain County Expo Ctr. West End	Purcell	McClain	1732	(7-8 classes per month)
		Oklahoma	24065	
		Canadian	4345	
OSU-Oklahoma City	Oklahoma City	Cleveland	8401	Jan. 19-20, 2013
		Lincoln	267	(2-3 per month)
		Pottawatomie	2806	
		Logan	1537	
Motorcycle Training & Safety Ctr. (MTSC)	Broken Arrow	Tulsa	19687	May 19, 2013
		Rogers	2881	

		Wagoner	2162	June 22, 2013
		Osage	1821	
O.R.E.P.	Tulsa	Okmulgee	995	(7-8 classes per month)
		Pawnee	578	
Total # of Registered MC in target counties			78,382	61%
Total # of Registered MC in Oklahoma			127,679	

1200.25 (e) (1) (iii) Use Motorcycle rider training instructors to teach the curriculum who are certified by the designated State authority...

Oklahoma Department of Public Safety Rules require driver training schools to be licensed and for instructors to be certified by the Department. This is accomplished through the following agency rules:

595:40-1-1. Purpose

The Department of Public Safety is charged with prescribing the procedures for obtaining Driver Education Instructor Licenses; establishing the qualifications for instructors of private, parochial, commercial driver education, commercial motorcycle training and other non public schools; adopting the course of study, defining student eligibility, and specifying driver education vehicle standards, insurance requirements and required reports.

595:40-1-3. Driver education instructor permit/license

(a) **Requirement of Driver Education Instructor Permit/license.** A Driver Education Instructor Permit/license is required for instructors who teach Driver Education as prescribed under 47 O.S. §6-105 (D) and 47 O.S. § 801, who offer behind the wheel instruction to students who do not possess a valid Oklahoma driver license.

(b) **Application for Driver Education Instructor permit/license.**

(1) **Public schools.** The State Department of Education, Comprehensive Health/Driver and Traffic Safety Section, shall provide an application for Driver Education instructor permits/licenses and renewal permit/licenses for public schools upon request.

(A) The instructor shall make application to the State Department of Education by mail to: State Department of Education, Comprehensive Health/Driver Education, Room 314, 2500 Lincoln Boulevard, Oklahoma City, Oklahoma 73105-4599.

(B) The State Department of Education shall review the application as to teacher qualification and prescribed course of study and forward the application to the Department of Public Safety.

(C) Driving privileges of the applicant shall not be under suspension, revocation, denial, or cancellation at the time of original or renewal application.

(2) Commercial schools - original application.

(A) All applications for an original school license shall be made on a form provided by the Department. The term of each original school license shall be for a period of one (1) year. Each place of business and/or location shall be considered a separate school and require a separate license.

(B) Each application for an original school license shall be accompanied by:

- (i) a fee of Twenty-five Dollars (\$25.00), which shall be paid to the Department by money order, cashier's check, or business/personal check,
- (ii) a class curriculum, and
- (iii) an e-mail address.

(C) Each applicant shall maintain at school available for audit and inspection by the Department:

- (i) certificates of insurance from a company licensed to conduct business in this State certifying proper commercial insurance coverage, as required by OAC 595:40-1-12,
- (ii) the make, model, vehicle identification number, and registration number of each vehicle used for training purposes, except motorcycles used for motorcycle training, and
- (iii) school brochures, contracts of all agreements, and a schedule of fees and charges.

(D) No license fee shall be refunded in the event the license is rejected, suspended or revoked by the Commissioner of Public Safety.

(E) All applications must be approved by the Department before a school will be permitted to open for business.

(F) Every operator of a Commercial Driver school shall be required to have a Commercial Instructor License.

(G) Application for Driver Education Instructor license for non-public schools may be obtained from the Department of Public Safety, at: Driver Examining Division, P.O. Box 11415, Oklahoma City, Oklahoma 73136-0415, or on the website of the Department.

(H) All schools shall meet the requirements of OAC 595:40-1-15.

(3) Commercial schools - renewal application.

(A) All applications for a renewal school license shall be made on a form provided by the Department of Public Safety. The term of each renewal school license shall be for a period of one (1) year. Each place of business and/or location shall be considered a separate school and require a separate license.

(B) Each application for a renewal school license shall be accompanied by:

- (i) a fee of Twenty-five Dollars (\$25.00), which shall be paid to the Department by money order, cashier's check, or business/personal check,

- (ii) a schedule of fees and charges, if any changes have been made since the last license issuance, and
- (iii) an e-mail address.

(C) All application forms for renewal licenses shall be mailed by the Department to the school no later than October 1 of the expiration year. Each school desiring to renew shall deliver applications to each licensee at the school and shall remit all fees and submit all applications to the Department no later than November 15 of the year of expiration. If application for renewal is not received by the required date and the Department is unable to process and approve the application by December 31 of the year of expiration, the commercial school shall cease operation on January 1 of the year following the year of expiration and shall not resume operation until the application for renewal is processed and approved by the Department.

(4) Commercial instructors - original applications.

(A) All applications for an original instructor license shall be made on a form provided by the Department. The term of each original instructor license shall be for a period of no more than one (1) year. An instructor shall make application for each Commercial School location where he or she will be instructing. An instructor license shall become invalid upon termination of employment with the school or schools of a single owner. If an instructor accepts employment with another school or schools of a different owner, the instructor license is not transferrable, and the instructor shall apply for an original license as a new employee of the other school.

(B) Each application for an original instructor license shall be accompanied by:

- (i) documentation required by OAC 595:40-1-4, and
- (ii) a fee of Five Dollars (\$5.00), which shall be paid to the Department by money order, cashier's check, or business/personal check.

(5) Commercial instructors - renewal applications.

(A) All applications for a renewal instructor license shall be made on a form provided by the Department. The term of each renewal instructor license shall be for a period of one (1) year. An instructor shall make application for each Commercial School location where he or she will be instructing. An instructor license shall become invalid upon termination of employment with the school or schools of a single owner. If an instructor accepts employment with another school or schools of a different owner, the instructor license is not transferrable, and the instructor shall apply for an original license as a new employee of the other school.

(B) Each application for a renewal instructor license shall be accompanied by:

- (i) a certified criminal history report from the Oklahoma State Bureau of Investigation certified within the immediately preceding thirty (30) days, and
- (ii) a fee of Five Dollars (\$5.00), which shall be paid to the commercial school which employs the instructor and the school shall remit to the Department by money order, cashier's check, or business/personal check. If the instructor is licensed at multiple schools with the same owner, only one fee of Five Dollars (\$5.00) shall be paid. If the instructor is licensed at multiple schools with different owners, a fee of Five Dollars (\$5.00) shall be paid for each school with a different owner.

(C) Each applicant for a renewal instructor license shall take the vision examination given by the Department for the purposes of driver licensing.

595:40-1-4. Qualifications for instructors

(a) **All driver education instructors.** Instructors of public, private, commercial driver education schools and other non-public schools shall submit to the Department of Public Safety, upon application, proof of the following:

- (1) current employment by a school which offers a prescribed course of study;
- (2) a valid and unexpired Oklahoma driver license which is not suspended, revoked, denied or cancelled at the time of original or renewal application;
- (3) at least twenty-one (21) years of age;
- (4) never been convicted of a felony as evidenced by an Oklahoma State Bureau of Investigation criminal background check conducted within the immediately preceding thirty (30) days or, if the applicant has not lived in Oklahoma for the immediately preceding five (5), a criminal background check from the agency responsible for keeping criminal history in the state or states of residence for the immediately preceding five (5) years;
- (5) if applicable, have driving privileges reinstated for at least twelve (12) months, if driving privileges were suspended, canceled, revoked, denied, or disqualified for a driving-related conviction or for Department action related to driving under the influence or driving while impaired. If driving privileges are suspended, canceled, revoked, denied, or disqualified only for a non-driving-related conviction or reason, the applicant shall be eligible immediately upon reinstatement of driving privileges;
- (6) not been convicted of misdemeanor possession or use of alcohol or drugs within the past twelve (12) months;
- (7) not more than five (5) point violations on the driving record;
- (8) no administrative action pending pursuant to 47 O.S. §§ 753, 754, or 754.1;
- (9) a high school diploma or general education diploma; and
- (10) a motorcycle instructor shall have a valid Motorcycle Safety Foundation instructor's certificate.

(b) **All commercial school instructors.** At the time of original application, all commercial school instructors shall take the vision, skills, and written examinations given by the Department for the purposes of driver licensing and, for licensing as a commercial school instructor, shall be required:

- (1) to receive a score of at least eighty percent (80%) on driver license written examination. Should the applicant fail to achieve the required score after three (3) attempts, the applicant shall be denied certification and may reapply after one (1) year;
- (2) to pass standard driver license road test with a passing score of at least eighty percent (80%). Should the applicant fail to achieve the required passing score after (three) attempts, the applicant shall be denied certification and may reapply after one (1) year.

(c) **Public school instructors only.** Qualifications for public driver education instructors

are set out in the rules for Oklahoma High School Driver and Traffic Safety Education by the Oklahoma State Board of Education.

(d) **Non-public school instructors.** Instructors of driver education for non-public schools, except commercial schools, shall submit to the Department of Public Safety proof of the following:

- (1) a valid Oklahoma secondary, elementary-secondary, library media specialist, speech-language pathology or technology center school license/certificate,
- (2) credentials in Driver and Traffic Safety Education or five (5) years consecutive experience in driver safety training, and
- (3) a valid and unexpired Oklahoma driver license.

(e) **Commercial school instructors other than motorcycle training instructors.** Commercial driver education school instructors, other than motorcycle training instructors, shall submit to the Department of Public Safety proof of the following:

- (1) a minimum of six (6) semester hours of Driver Education I and Driver Education II, and a minimum of three (3) semester hours of General Safety Education from an accredited college or university;
- (2) a course equivalent to that described in paragraph (1) offered by a nationally recognized commercial driver instructor course approved by the Department of Public Safety;
- (3) certification by the State Department of Education as a driver education instructor, which certification shall be for at least five (5) years immediately preceding application and approval as a commercial driver education school instructor in conjunction with having taught driver education for at least five (5) years in public, private, or parochial school; or
- (4) five (5) years consecutive experience in driver safety training.

(f) **Commercial motorcycle training school instructor qualifications.** Commercial motorcycle training school instructors shall submit to the Department of Public Safety proof of the following:

- (1) a high school diploma, or equivalent, and
- (2) an instructor's certificate issued by the Motorcycle Safety Foundation.

1200.25 (e) (1) (iv) Use quality control procedures to assess motorcycle rider training courses and instructor training courses in the state.

Oklahoma has adopted the Motorcycle Safety Foundations training curriculum as the only authorized training program to be used by State certified instructors. In order to ensure quality training, DPS has entered into an agreement with the Oklahoma Highway Safety Office to provide funding for a full time quality assurance inspector who will be trained in the Motorcycle Safety Foundations Quality Assurance Program. In support of this requirement, OHSO submits a signed agreement (see pages 14-16) to fund and train one DPS employee to be dedicated to this purpose and a brief description of the MSF QA Program (below).

MSF Online Quality Assurance Module User Guide

Introduction – Welcome to MSF’s Online Quality Assurance Module

Motorcycle Safety Foundation’s electronic, online-based Quality Assurance Module is a system that includes a Quality Assurance Visit (QAV) evaluation form designed to recognize the strengths and weaknesses of a training site’s administration, classroom and range facilities, learning environment, and other performance standards. The electronic form is linked “real time” to the comprehensive, nationwide MSF database, which contains all RERP names, RiderCoach names, and Site locations.

When you use the QA Module that has been prepared for your state, national program or RERP, only those names and locations applicable to your provider and RiderCoach network will appear in the appropriate drop-down menus, saving you from having to look up and type this information. The form is set up with a basic template of drop-down ratings, ample space for open-ended comments by the evaluator, and efficient tracking of non-compliance issues.

Features of the QA System include:

- Profile-based system where a Coordinator or other logs in through RETSORG.ORG (Rider Education and Training Online Resource Guide) to use the group-specific online Quality Assurance Module.
- System access level is defined by role in the group’s QA module. Access to viewing open reports is limited to the initiator of the report, the group Coordinator or the group Manager. Once a report is closed by a manager, only the manager(s) or coordinator(s) may edit the reports.
- Quality Assurance team member logs into RESTORG to complete site visit evaluation form. The evaluation areas and questions represent essential components of a safe, effective and efficient use of MSF curricular products.
- The online form is linked to the MSF’s database of RERP sites and RiderCoaches. The system shows only active sites and coaches.
- Coaches whose address is in the state and those who have chosen the state in their profiles will appear in the drop-down menu.
- The Coordinator has the option of adding a group-specific certification indicator in addition to the MSF certification indicator.
- Once the evaluation form is submitted, all information is stored and viewable online by the Coordinator, Sponsor of the evaluated site, and RiderCoaches who were observed.
- The Site Administrator has the opportunity to respond to the evaluation and detail actions that address the compliance issue. All correspondence is time-tracked and

accessible by the sponsor through RETSORG.

- After all quality issues are resolved, the site visit report is “closed” by the Coordinator or the group’s Quality Assurance Manager.
- The QAV form can also be saved in a pdf format to serve local record keeping needs.
- QAV forms in pdf format can be automatically emailed to all parties involved in the visit.

The Coordinator or Manager can export data to a spreadsheet program for analysis to support program evaluation efforts.

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OKLAHOMA HIGHWAY SAFETY OFFICE
Memorandum of Agreement
DPS Motorcycle Education Quality Assurance Program
Fiscal Year: 2013
Agreement #: ~~N/A~~ KL-13-05-01-02

Grantee: Oklahoma Department of Public Safety P.O. Box 11415 Oklahoma City, OK 73136 Tel: 405-425-7732 Fax: 405-425-2060	Oklahoma Highway Safety Office 3223 N. Lincoln Blvd. Oklahoma City, OK 73105 Tel: 405-523-1570 Fax: 405-523-1586
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Grantee's FEI#:	Grantee's DUNS#: 0494014580000
Project Director: Jeff Hankins	OHSO Program Manager: Sam Harcrow

PROBLEM IDENTIFICATION

Per Oklahoma Administrative Code 585:40-1-1, the Department of Public Safety is charged with prescribing the procedures for obtaining Driver Education Instructor Licenses; establishing the qualification for instructors of private, commercial motorcycle training; adopting the course of study, defining student eligibility, and specifying driver education vehicle standards, insurance requirements and required reports.

In an effort to combat the frequency and severity of motorcycle related crashes, the Oklahoma Advisory Committee for Motorcycle Safety and Education has recommended the Department of Public Safety create a quality assurance program and provide staffing for the same.

Currently the Department conducts cursory audits and inspections of these commercial schools but does not conduct extensive classroom monitoring of the individual instructors. DPS is requesting funding from the Motorcycle Safety and Education fund (240) to hire, train and equip a full time auditor to conduct in-depth auditing and monitoring of not only the facility but of the classroom instruction of private commercial motorcycle schools and instructors to ensure that students are receiving the proper course of instruction.

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PROJECT DESCRIPTION/SCOPE OF WORK
<ol style="list-style-type: none"> 1. Identify appropriate employee to perform the tasks required of the DPS Motorcycle Education Quality Assurance Program. 2. Equip and train identified employee to perform the tasks required by DPS Motorcycle Education Quality Assurance program. 3. Identify and implement quality assurance program software and procedures including, if applicable, administrative rules necessary to perform the tasks required by the DPS MEQA Program. (See page 5 for description) 4. Begin program of regular audits of commercial motorcycle education providers.

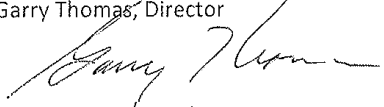
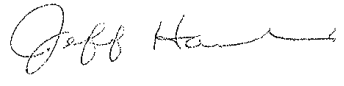
PROJECT EVALUATION
<ol style="list-style-type: none"> 1. Increase the number of audits from 0 in SFY 2012 to 13 in SFY 2013.

BUDGET		
Budget Category	Amount	Description
Personnel	\$38,157.00	Salary and benefits for one employee for 7 months.
Equipment	\$ 4,000.00	Computer/peripherals and software.
Training	\$ 5,000.00	Cost of MSF QA training/travel
Contractual	\$ 600.00	BB and airtime for 7 months
Total	\$47,757.00	

AGREEMENT
<p>The term of this Agreement is from March 1, 2013 through September 30, 2013. The Oklahoma Highway Safety Office agrees to fund the DPS Motorcycle Education Quality Assurance project as outlined herein. The Oklahoma Department of Public Safety agrees to implement the project as outlined herein. The Parties mutually agree to comply with all applicable Federal and State statutes and regulations. The project will be managed in accordance with the Oklahoma Highway Safety Office Policy and Procedure Instructions. In addition, the Parties agree:</p> <ul style="list-style-type: none"> • OHSO will pay periodic claims for reimbursement under this agreement. However, all claims for reimbursement must be submitted to OHSO on or before November 1, 2013 to be considered for payment. • Requested changes to the Budget of this Agreement must be submitted to OHSO on or before July 1, 2013.

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ATTACHMENTS
None

SIGNATURES	
Oklahoma Highway Safety Office	Oklahoma Department of Public Safety
Garry Thomas, Director 	Jeff Hankins, Director DL Services 
Date: 2/22/13	Date: 2-25-13

OHSO P-10 (09/11)

1200.25 (e) (1) (j) Use of fees collected from motorcyclists for motorcycle programs.

Oklahoma has legislatively provided for an earmarked fund from motorcycle registrations and mandates their use for motorcycle safety training programs. (See Title 47 O.S. § 1132.6, Reference 3). Additionally, Oklahoma has legislatively established the Motorcycle Safety and Education Program Revolving Fund, which establishes a revolving fund without fiscal year limitations for the purpose of providing expenditures for motorcycle safety education and training (see Title 47 O.S § 40-123, Reference 4).

Reference 3: Title 47 O.S. § 1132.6

A. In addition to other vehicle registration fees specified by law, there is levied and there shall be paid to the Oklahoma Tax Commission a fee of Three Dollars (\$3.00) upon every motorcycle registered pursuant to [Section 1132 of Title 47](#) of the Oklahoma Statutes for use on roads and highways. The fee shall accrue and shall be collectible upon each motorcycle registered for use on roads and highways under the same circumstances and shall be payable in the same manner and times as apply to the registration of motorcycles for use on roads and highways under the provisions of the Oklahoma Vehicle License and Registration Act; provided, the fee shall be paid in full for the then current year at the time any vehicle is first registered in a calendar year.

B. Revenue from the fee levied in subsection A of this section shall be transferred each month to the Department of Public Safety for deposit in the Motorcycle Safety and Education Program Revolving Fund created pursuant to [Section 40-123 of Title 47](#) of the Oklahoma Statutes.

C. The collection and payment of the fee specified in this section shall be a prerequisite to licensing or registration of any motorcycle.

Reference 4: Title 47 O.S § 40-123

There is hereby created in the State Treasury a revolving fund for the Department of Public Safety to be designated the "Motorcycle Safety and Education Program Revolving Fund". The fund shall be a continuing fund, not subject to fiscal year limitations, and shall consist of all fees, donations, federal funds and grants received for the purpose of motorcycle safety and education programming. All monies accruing to the credit of said fund are hereby appropriated and may be budgeted and expended by the Commissioner of Public Safety for the purpose of operating the Motorcycle Safety and Education Program. Expenditures from said fund shall be made upon warrants issued by the State Treasurer against claims filed as prescribed by law with the Director of the Office of Management and Enterprise Services for approval and payment