

Oklahoma Strategic Highway Safety Plan

2013 - 2014

in cooperation with:





OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE: July 20, 2015

FROM: Harold Smart, Chief Traffic Engineer

SUBJECT: Strategic Highway Safety Plan, 2nd Edition

Re: Adoption of 2nd Edition of Strategic Highway Safety Plan

The 2nd Edition of the Oklahoma Strategic Highway Safety Plan, titled "Oklahoma Strategic Highway Safety Plan 2013-2014" has been reviewed and approved for official adoption by the State of Oklahoma.

This Plan was a collaborative effort between the Oklahoma Department of Transportation, the Oklahoma Highway Safety Office, the Oklahoma Highway Patrol, and the Oklahoma Department of Public Safety. The intent was to harmonize the highway safety goals and strategies of these agencies and to revise the original 2007 Oklahoma SHSP.

The Oklahoma Strategic Highway Safety Plan 2013-2014 encompasses all State agencies' traffic safety plans including ODOT, OHSO, OHP, DPS, and the various OHP Troops. All agencies now share the same statewide accident reduction goals.

Future revisions of the Oklahoma SHSP are planned every two years. The major changes expected for future editions are updating of the numerical projections and goals for accident reduction.


Harold Smart, P.E.
Chief Traffic Engineer

HS:mrw

cc: **Huy Nguyen, FHWA Oklahoma Division Safety Engineer**
Mike Patterson, ODOT Director
Garry Thomas, OHSO Director
Ricky Adams, OHP Commander

Table of Contents

I. Oklahoma SHSP Executive Summary	1
II. The need for a Strategic Highway Safety Plan	1
SAFETEA-LU Requirements	4
MAP 21 Requirements	5
MAP 21 Special Rules	5
Eligible Use of Funding	6
Planning Participants and Partners	7
III. Safety Needs of the State	8
Nationally	8
Oklahoma	8
Graphs	9
IV. Overview of the Oklahoma SHSP Planning Process	13
Plan Development Process for the 2007 SHSP (1 st edition)	13
Plan Development Process for the 2013 SHSP (2 nd edition)	14
Agreement & Participating Agencies	14
Authoring	14
Collaboration	14
SHSP Vision Statement	15
SHSP Mission Statement	15
SHSP Emphasis Areas	15
SHSP Goals	15
V. Strategies	17
VI. Appendix A	27
A. Individual Agency Plans	
1. Oklahoma Department of Transportation (ODOT) Plan	
2. Oklahoma Highway Safety Office (OHSO) Plan	
3. Oklahoma Highway Patrol (OHP) Plan	
4. Oklahoma Highway Patrol Commercial Motor Vehicle Safety Plan	
5. Oklahoma Highway Patrol (OHP) Troop Plans	
a. OHP Troop A	
b. OHP Troop B	
c. OHP Troop C	
d. OHP Troop D	
e. OHP Troop E	
f. OHP Troop F	
g. OHP Troop G	
h. OHP Troop H	
i. OHP Troop I	

- j. OHP Troop J
- k. OHP Troop K
- l. OHP Troop L
- m. OHP Troop M
- o. OHP Troop R
- p. OHP Troop W
- q. OHP Troop XA
- r. OHP Troop XB/XE
- s. OHP Troop XC
- t. OHP Troop XD

I. Executive Summary

Traffic fatalities in Oklahoma declined significantly from 2005 to 2010 but have not declined significantly since. That decline needs to be renewed. Due to random variation, fatalities for any one year cannot be taken as an indicator of progress (or lack thereof). Annual goals have been set accordingly; short-term goals are modest but long-term goals are more aggressive.

States are required by FHWA to have a Strategic Highway Safety Plan. Highway Safety Improvement Program funding is limited to projects that fit into the SHSP. Oklahoma's first SHSP was published in 2007. The specifics of Oklahoma's current SHSP are included in Part V. ODOT, OHSO, OHP, FHWA, and FMC have all contributed to the State SHSP. The SHSP includes engineering, enforcement, and education components.

The emphasis areas of Oklahoma's SHSP are:

- Unsafe Driver Behavior (addressing impaired, aggressive, and fatigued/distracted driving, and occupant protection);
- Intersection Crashes;
- Crashes involving Young Drivers; and
- Lane Departure Crashes.

Major engineering components of the SHSP include cable barrier (both median and shoulder), guardrail (new guardrail and upgrades to old guardrail), shoulder rumble strips, intersection signalization, safety edge for pavements, and conspicuity improvements to signs, signals, and pavement markings. Various other engineering solutions are being implemented on a provisional or limited basis, such as high friction surface treatments, centerline rumble strips, pedestrian hybrid beacons, "3D" crosswalks, flashing beacons, intersection modifications, data improvements, etc.

II. The Need for a Strategic Highway Safety Plan

Oklahoma is facing a traffic safety crisis which is showing little sign of abating. For past 10 years, Oklahoma experienced an annual average of 733 traffic fatalities with a stagnant number of traffic fatality rate per 100 million vehicle miles of travel (VMT) was 1.56, compared to the declining U.S. fatality rate of 1.33. Recognizing the need to coordinate activities and resources to achieve safer and effective transportation conditions in Oklahoma and consistent with the new Federal transportation act, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users), the Oklahoma Department of Transportation, in collaboration with the Federal Highway Administration and multiple safety stakeholders, developed a Strategic Highway Safety Plan (SHSP). The SHSP was intended to:

- Establish safety-related goals, objectives, and performance measures relevant to all modes of transportation;
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities with responsibility for prevention and enforcement;
- Address the 4 E's of transportation safety: engineering, enforcement, education, and emergency response;
- Identify candidate safety action plans and evaluate their potential benefits, costs, and ability to attain defined performance objectives;
- Establish a mechanism for interagency coordination with respect to safety issues and develop the necessary partnerships;
- Carry out a program of public outreach and education in support of the Strategic Highway Safety Plan;
- Provide a strategic implementation plan, including suggested action items which can be incorporated into state, local, and tribal government plans and programs; and
- Establish a process for evaluating progress towards the SHSP's goals and objectives and updating the plan to reflect progress or changing needs.

SAFETEA-LU Requirements

In July 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU). The Act contains a number of new and continued funding sources that may be available to support the SHSP. Section 148 of the highway bill provides guidance and funding for the Highway Safety Improvement Program (HSIP). To obligate HSIP funds, States must:

- Develop and implement a State Strategic Highway Safety Plan;
- Produce a program of projects or strategies;
- Evaluate the plan on a regular basis; and
- Submit an annual report to the Secretary.

SAFETEA-LU requires ODOT to develop a Strategic Highway Safety Plan (SHSP) in collaboration with a wide range of partners. The plans are to be based on problems identified **on all public roads**. States are required to establish a system that identifies hazardous locations, sections, and elements “using such criteria as the State determines to be appropriate, establish the relative severity of those locations, in terms of accidents, injuries, deaths, traffic volume levels, and other relevant data.”

SAFETEA-LU also requires ODOT to submit to the U.S. Secretary of Transportation an annual report, which, among other requirements must include a description of not less than five percent of locations exhibiting the most severe safety needs, with an assessment of potential remedies for the identified hazardous locations, estimated costs associated with remedies, and impediments to implementation other than cost.

The reports must be made available to the public through the state DOT web site.

In general, the annual report must describe progress being made to implement highway

safety improvement projects, assess the effectiveness of those improvements, and describe the extent to which improvements reduce the number of roadway fatalities, injuries, and roadway-related crashes, mitigate the consequences of roadway-related crashes, and reduce occurrences of crashes at railway highway crossings.

MAP-21 Requirements

Since the successful of elevating the HSIP to the main federal-aid funding core, national fatalities are reversing and it is on the downward slope. MAP-21 (Moving Ahead for Progress in the 21st Century Act, Public Law 112-141), was signed into law by the President and it creates a streamlined and performance-based surface transportation program. MAP-21 continues the HSIP from SAFETEA-LU to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and tribal roads. The primary features of the current HSIP are retained, including the requirement for a comprehensive, data-driven, SHSP that defines State safety goals and describes a program of strategies to improve safety. To obligate HSIP funds, a State must develop, implement and update a SHSP, produce a program of projects or strategies to reduce identified safety problems, and evaluate the SHSP on a regular basis.

MAP-21 Special Rules

There are few minor changes to the HSIP from SAFETEA-LU and MAP-21. MAP-21 created two new *Special Rules*: High Risk Rural Road and Older Drivers. However, the States are no longer required to certify they have met safety infrastructure needs in order to fund non-infrastructure projects.

- *High Risk Rural Road (HRRR) Safety* – A HRRR is any rural major or minor collector or a rural local road with significant safety risks, If the fatality rate on such roads increases over the most recent 2-year period for which data are available, in the next fiscal year Oklahoma must obligate for this purpose an amount at least equal to 200% of its FY 2009 HRRR set-aside.

The working definition of HRRR is based on a Safety Performance Function specially developed for the purpose. Only fatal and serious injury crashes (severities K and A) are included and screening is for two lane undivided rural collectors using a nominal five mile segment length. Segments which have a cumulative probability of 90% or more (according to the SPF) meet the definition of a HRRR. At this time, only highways on the ODOT system are screened due to lack of integrated data for other roads. By 2016, it is expected that data for functionally classified local roads will be integrated with the database, and the HRRR definition may be extended at this time.

- *Older drivers* – If fatalities and serious injuries per capita for drivers and pedestrians over age 65 increases during the most recent 2-year period for which data are available, Oklahoma is required to incorporate strategies focused on older drivers and pedestrians in the next SHSP update.

Eligible Use of Funding

A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. MAP-21 provides an example list of eligible activities (23 U.S.C. 148 (a) and 23 C.F.R. 924), but HSIP projects are not limited to those on the list. Workforce development, training, and education activities are also an eligible use of HSIP funds.

- An intersection safety improvement.
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition).
- Installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists, pedestrians, and the disabled.
- Installation of a skid-resistant surface at an intersection or other location with a high frequency of accidents.
- An improvement for pedestrian or bicyclist safety or safety of the disabled.
- Construction of any project for the elimination of hazards at a railway-highway crossing that is eligible for funding under 23 U.S.C. 130, including the separation or protection of grades at railway-highway crossings.
- Construction of a railway-highway crossing safety feature, including installation of protective devices.
- The conduct of a model traffic enforcement activity at a railway-highway crossing.
- Construction of a traffic calming feature.
- Elimination of a roadside obstacle.
- Improvement of highway signage and pavement markings.
- Installation of a priority control system for emergency vehicles at signalized intersections.
- Installation of a traffic control or other warning device at a location with high accident potential.
- Safety-conscious planning.
- Improvement in the collection and analysis of crash data.
- Planning integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to workzone safety.
- Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of motorists and workers), and crash attenuators.
- The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife.
- Installation and maintenance of signs (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings and in school zones.
- Construction and yellow-green signs at pedestrian-bicycle crossings and in school zones.
- Construction and operational improvements on high risk rural roads.
- Safe Routes to School (SRTS) activities.
- Maintain minimum levels of retroreflectivity of traffic signs and pavement markings.

Eligibility of specific projects, strategies and activities generally are based on:

- consistency with a State's SHSP;
- crash experience, crash potential, crash rate, or other data-supported means;
- compliance with title 23 requirements; and
- State's strategic or performance based safety goals to reduce fatalities and serious injuries on all public roads.

The Federal share for highway safety improvement projects is 90 percent, except as provided in 23 U.S.C. 120(c) and 130. Section 120(c) allows certain types of highway safety improvement projects to be funded at 100 percent (i.e., traffic control signalization, traffic circles, safety rest areas, pavement marking, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections), shoulder and centerline rumble strips and stripes, and maintaining minimum levels of retroreflectivity of highway signs or pavement markers. Highway safety improvement projects are subject to the same general Federal-aid eligibility provisions contained in title 23 and other applicable laws, similar to the projects funded under other Federal-aid programs. As noted in 23 U.S.C. 148(e)(2), other Federal-aid funds are eligible to support and leverage the safety program. Improvements to safety features, including traffic signs and pavement markings, that are routinely provided as part of a broader Federal-aid project could be funded from the same source as the broader project as long as the use is eligible under that funding source. FHWA encourages the use of other Federal-aid funds for system wide replacement projects, where eligible.

Planning Participants and Partners

In 2007, the SHSP has been developed in collaboration with agencies at all levels of jurisdiction which have functional responsibilities and the ability to influence transportation safety in Oklahoma.

Participants in the planning process for this second edition of 2014 included the Oklahoma Department of Transportation (ODOT), the Oklahoma Highway Safety Office (OHSO), The Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), the Oklahoma Department of Public Safety / Highway Patrol (ODPS/OHP), and the data consultant (University of Central Oklahoma). The participants evolved into the **“Working Group”** of 2014, with the exception of the data consultant.

III. Safety Needs of the State

Nationally

According to the National Highway Traffic Safety Administration (NHTSA), more than 33,000 people died on the nation's roadways in 2012 and over 2.3 million were injured, some of them permanently. Fatalities in **Oklahoma** continue to rise with 708 people dying in roadway-related crashes in 2012.

Oklahoma

For the FFY 2014 SHSP, the most recent FARS data and relevant state data were provided to the University of Central Oklahoma (UCO) Mathematics Department for analysis. UCO analyzed the data for the purpose of determining upward or downward trends, as well as providing the upper and lower bounds of the projected change. UCO then met with the Working Group to develop precise statewide goals. The trend lines in the following graphs are not exact, but have upper and lower bounds (reflected as "confidence bands" on the graphs). It is our belief, even though the trend line displayed may show a decrease, the confidence bands allow for subjective evaluation based on experience, past history, and expected increases, in establishing target goals. After discussing the use of anticipated increases in certain categories, UCO and the Working Group agreed that use of such increases would lie within the parameters of their analysis and thus recommended that we use the upper limits of the confidence bands in setting our goals.

The specific performance goals and target years were set based on past trends and the Working Group's experience. Data from the last three to five years were 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.

The graphs with trend lines and confidence bands are presented below, while the 7 statewide goals are presented in Section IV under the sub-heading "SHSP Goals".

Note: In examining Oklahoma's safety issues to determine emphasis areas for the SHSP, a wide range of detailed statistics were drawn from the Oklahoma Highway Safety Office (OHSO), ODOT and the Fatality Analysis Reporting System (FARS) managed by the NHTSA.

Graphs

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

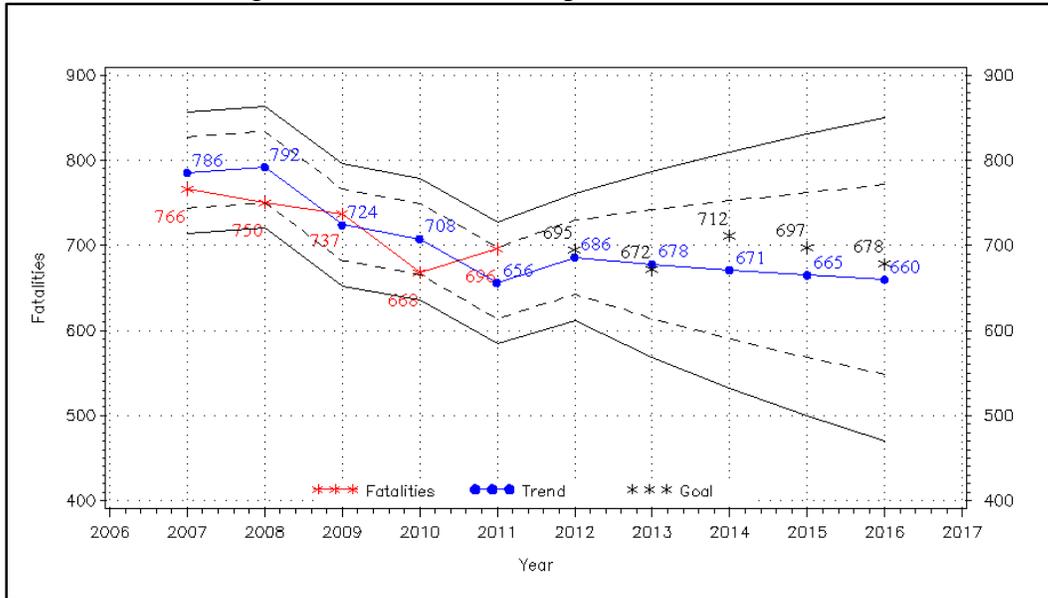


Figure 3-1: Traffic Fatalities

Oklahoma's fatality rate per hundred million vehicle-miles traveled (per HMVMT) has declined 13% since 2007. The trend suggests continued decreases for 2012 and beyond.

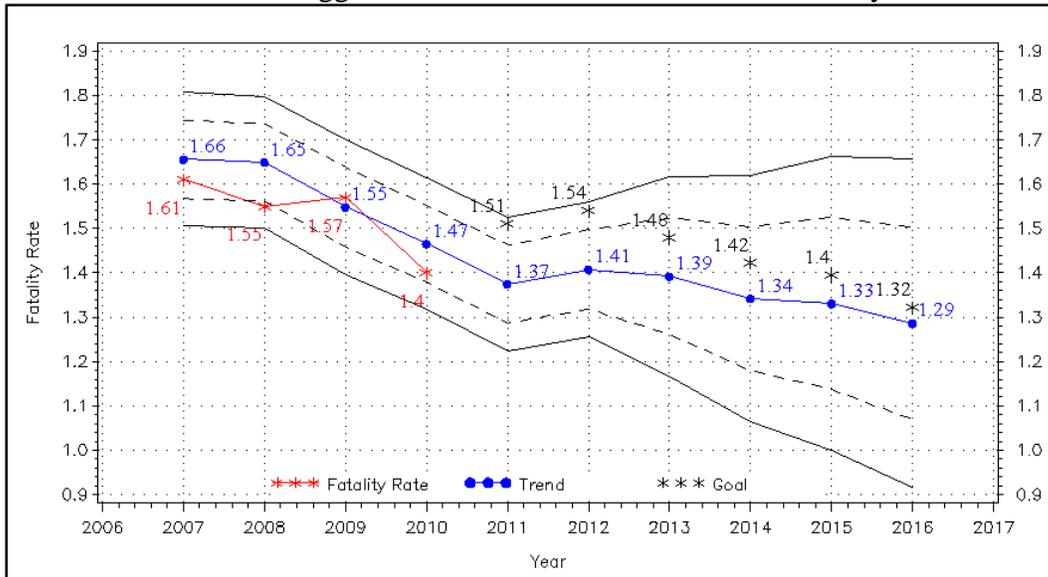


Figure 3-2: Fatality Rate (fatalities per HMVMT)

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

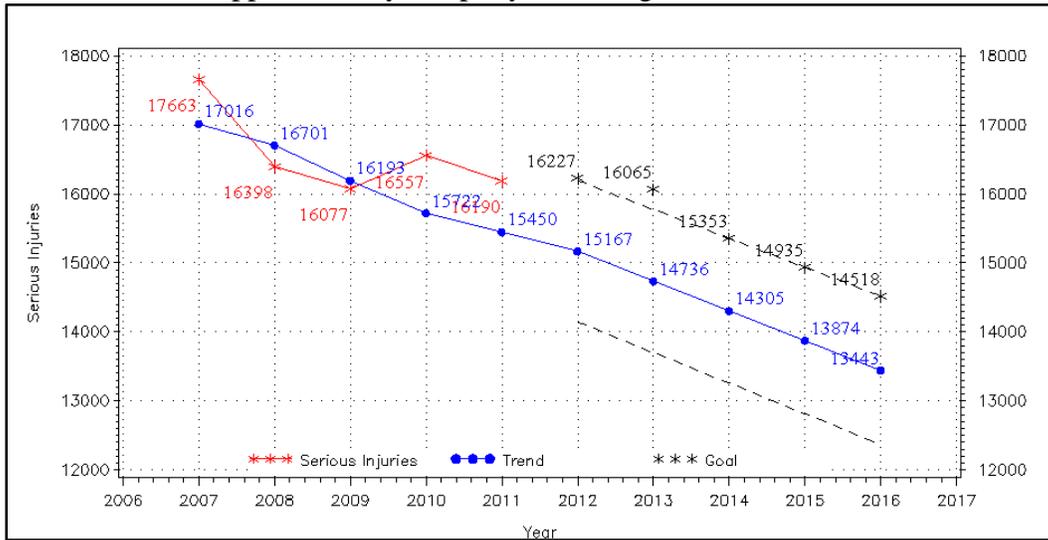


Figure 3-3: Serious Injuries, using Incapacitating (level 4 or A) and Non-Incapacitating (level 3 or B)

The serious injury rate is at its lowest point since 2007; however, it has seemed to level off since 2009. The trend indicates that the injury rate will continue to decline at a rate of approximately 1.8 serious injuries per 100 million VMT per year. *Note: The trend line appears that it misses the actual data, however this is not the case. The data used to calculate the trends and confidence bands go back to year 1997. For reporting purposes, the graphs only display back to 2007.*

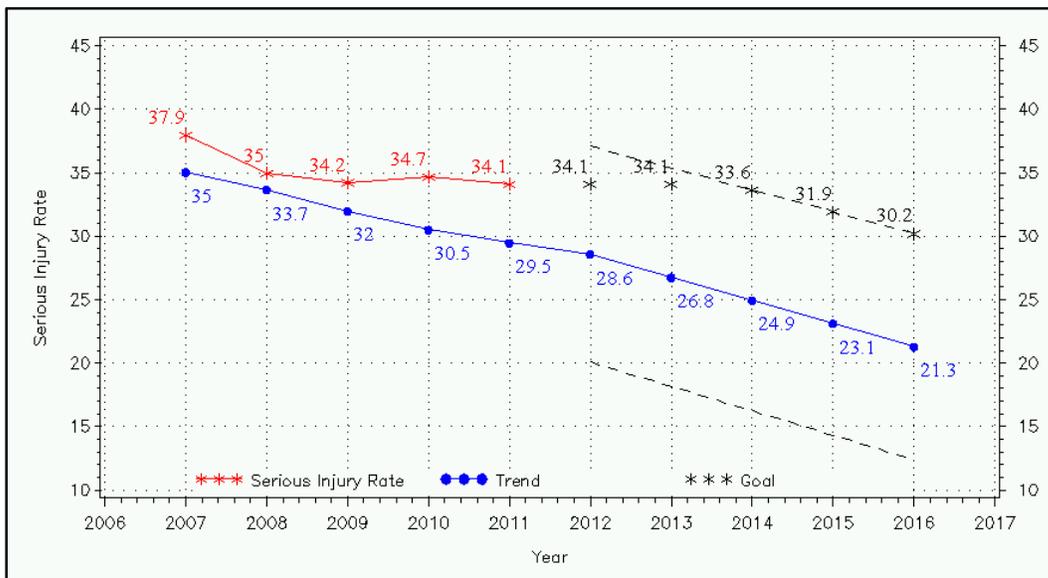


Figure 3-4: Serious Injury Rate, using Incapacitating (level 4 or A) and Non-Incapacitating (level 3 or B)

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.

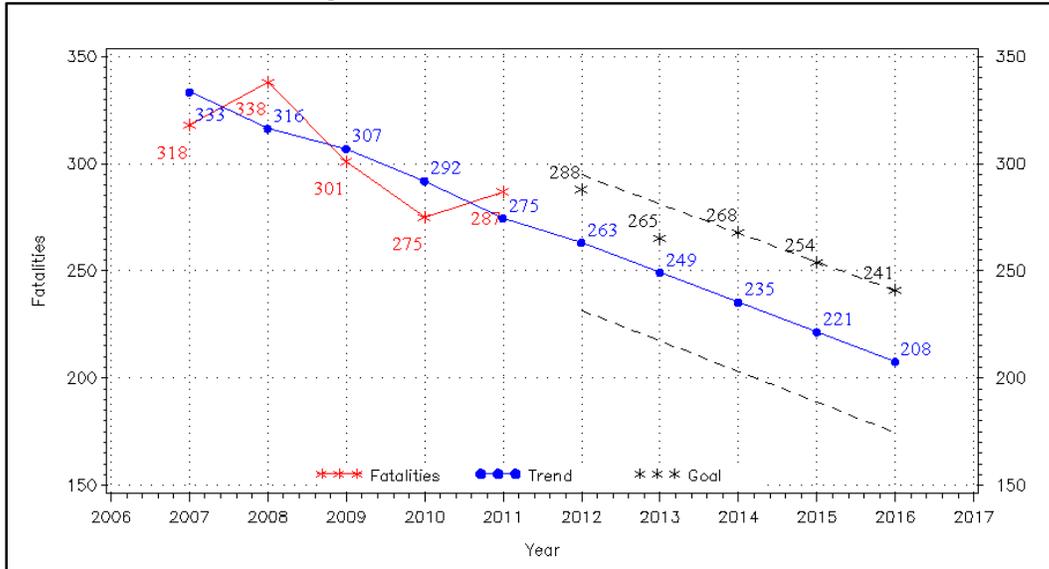


Figure 3-5: Unrestrained Occupant Fatalities

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.

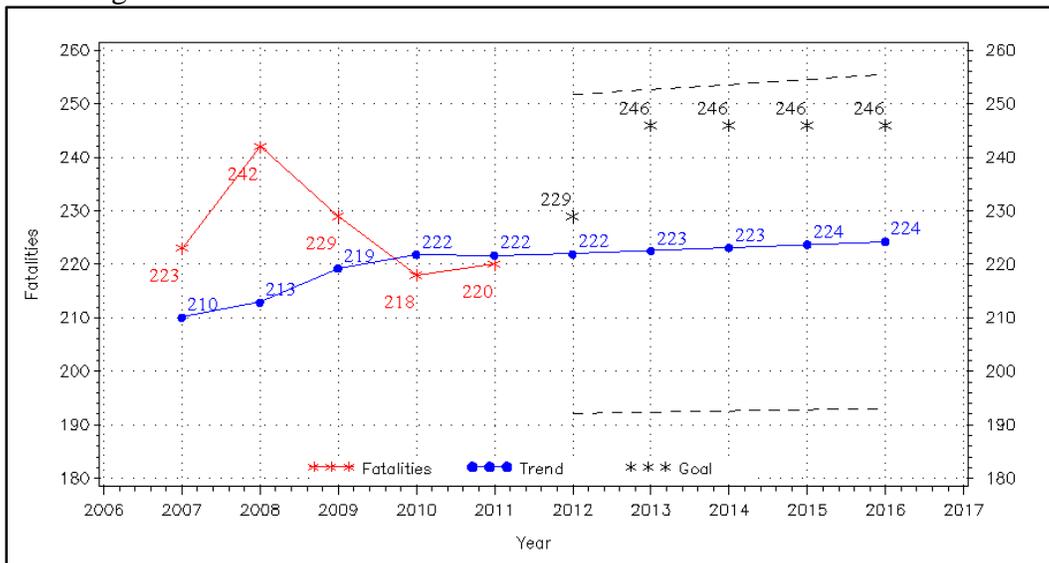


Figure 3-6: Fatalities Involving Drivers or Motorcycle Operators with 0.08+ BAC

Commercial motor vehicle collisions were on an upward trend from 2009, but a significant reduction of 27% took place from 2007 to 2009. Oklahoma is still dedicated to a small reduction of 15 collisions per year.

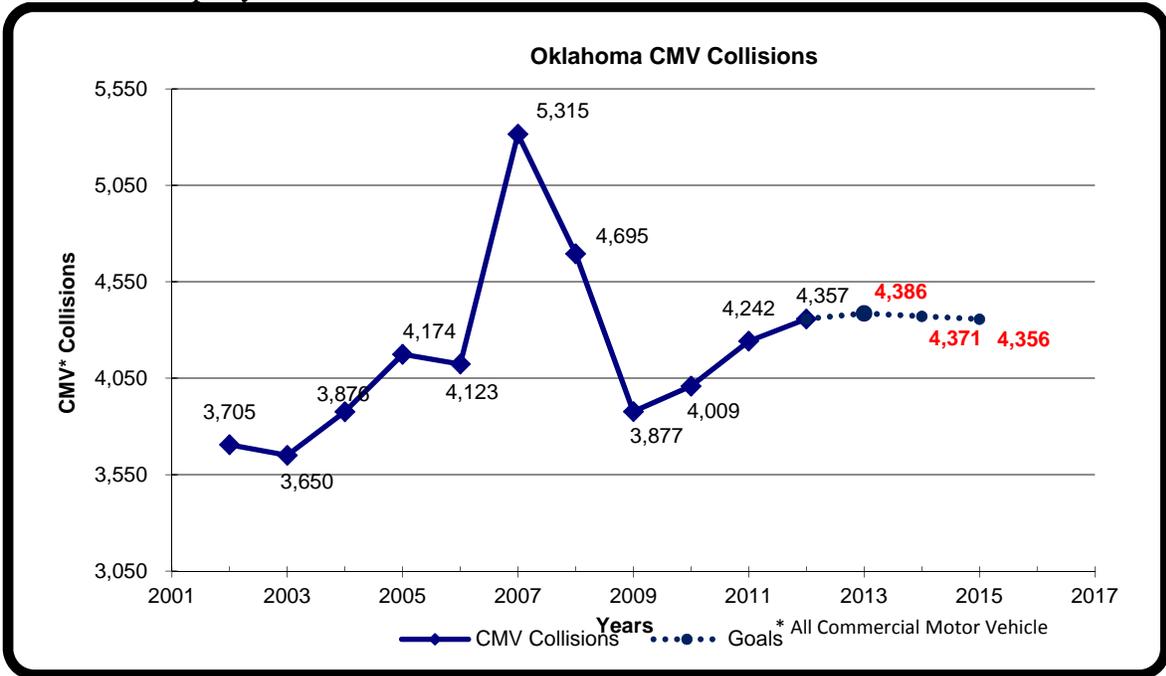


Figure 3-7: Commercial Motor Vehicle Collisions

IV. Overview of the Oklahoma SHSP Planning Process

Plan Development Process for the 2007 SHSP (1st edition)

The Oklahoma DOT began development of the SHSP in fall 2006. The effort was initiated by ODOT with the establishment of two planning groups: the Leadership Group and the Working Group. Membership of these groups was selected to represent the wide variety of agencies and organizations involved in highway safety throughout Oklahoma. Included were representatives of various federal and state agencies, counties and municipalities, and special interest groups.

The Leadership Group provided oversight of the planning process. Comprised of senior management staff in various functional agencies with authority to commit agency resources, this Group was constituted to address issues relating to dedication of resources and funding during development of the SHSP. Members of the Leadership Group also provided further executive oversight for the implementation of the SHSP. Their participation was important to achieve the high level of buy-in needed for the SHSP to be successful. The Working Group was a multidisciplinary team with extensive experience and expertise in safety, transportation, and strategic planning. The Working Group was responsible for driving the development of the SHSP and reviewing data, existing efforts and strategies, current safety research, and potential safety countermeasures. Members of this Group also served as leaders of Emphasis Area Teams. These members worked closely together to ensure that a collaborative and comprehensive planning process was followed in Oklahoma.

During the joint Leadership and Working Group meeting held on February 21, 2007, planning partners reviewed relevant data and developed an overall mission statement, vision, and set of goals for the SHSP. These groups also engaged in an exercise to reach consensus over the key emphasis areas that should be addressed in the SHSP. These emphasis areas represent the safety issues that the Leadership and Working Groups felt the SHSP should focus on to make the biggest impact/achieve the greatest reduction in fatalities and major injuries resulting from traffic crashes. Participants then volunteered to participate as members of one or more Emphasis Area Team based on their interest and professional expertise.

At the subsequent Leadership Group meeting, held on March 23, 2007, the proposed SHSP mission statement, vision, goals, and emphasis areas were reviewed and finalized. Also, Emphasis Area Team Leaders were identified and the teams were established. Additional safety stakeholders were added to the Emphasis Area Teams as the planning process developed.

The 2007 SHSP edition had laid out the foundation for overall emphasis areas that encompassed engineering, education, enforcement, and emergency services. It also established an overall safety umbrella for the State of Oklahoma, and the State wants to keep the all the existing emphasis areas the same. However, over the past several years, there are new and improved safety countermeasures, crash factors, technologies, and initiatives that have emerged. The State wants to adopt and utilize these innovative as strategies to combat highway safety problems. In contrast, there are several strategies that have been tried, and of which, have failed: e.g. pursuit of occupant protection regulatory and legislative initiatives or implementation of red light camera enforcement.

Plan Development Process for the 2014 SHSP (2nd edition)

The State began development of the SHSP in fall of 2012. The effort was initiated by ODOT and the OHSO with the establishment of three planning stages:

1. Agreement of statewide goals and agency participation
2. Authoring of individual plans (by each agency)
3. Tying all plans together into one collaborative document

Agreement of statewide goals and agency participation:

A SHSP Working Group committee was formed and consisted of the following agencies:

- Oklahoma Department of Transportation (ODOT)
- Oklahoma Department of Public Safety
 - Oklahoma Highway Safety Office (OHSO)
 - Oklahoma Highway Patrol (OHP)
 - Oklahoma Highway Patrol Troop S (Weights & Measures)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Oklahoma Association of Chiefs of Police
- University of Central Oklahoma (Consultant)

In the summer of 2013, this Working Group formed and agreed upon seven statewide goals: Fatalities, Fatality Rate, Serious Injury, Serious Injury Rate, Unrestrained Occupant Fatalities, Fatalities Involving Drivers or Motorcycle Operators with 0.08+BAC, and Commercial Motor Vehicle Collisions.

Authoring of individual plans (by each agency):

Each agency involved in the Working Group authored their own individual plan describing their future activities and how to achieve the statewide goals. These individual agency plans can be found in the appendix, but also summarized in a table located in Section V: Strategies.

Tying all plans together into one collaborative document:

The Oklahoma Department of Transportation along with the Federal Highway Administration collected and organized all plans together into the appendix, as well as authored the rest of this document (2014 SHSP, 2nd edition).

SHSP Vision and Mission Statements, Emphasis Areas, and Goals:

On September 9, 2013, the Working Group confirmed the SHSP Vision Statement, the Mission Statement, and Emphasis Areas, however the Statewide Goals were modified as well as some of the strategies to achieve these goals. They are now as follows:

SHSP Vision Statement:

“Provide and promote the safest roadway transportation system for all travelers – zero deaths, zero injuries.”

SHSP Mission Statement:

“Develop, implement, and evaluate a data-driven, multidisciplinary process to maximize road safety through widespread collaboration, integrating Engineering, Enforcement, Education, and Emergency Services (The “4E” approach).”

SHSP Emphasis Areas:

1. Unsafe Driver Behavior (addressing impaired, aggressive, and fatigued/distracted driving, and occupant protection);
2. Intersection Crashes;
3. Crashes involving Young Drivers; and
4. Lane Departure Crashes.

SHSP Goals:

Although the state of Oklahoma was on track to achieve the goals set in 2007, the 2013 Working Group decided to create new goals based on current and project trends supported by Oklahoma data.

The Working Group reviewed the data presented in Section 3, “Safety Needs of the State”, and a more thorough discussion on goal setting can be found there. Our statewide goals are as follows:

Goal 1 - Fatalities

Fatalities are to be held to or below:

- 672 at end of year 2013
- 712 at end of year 2014
- 697 at end of year 2015
- 678 at end of year 2016

Even though our safety implementations during the years of 2007 to 2012 were successful, it is understood that uncertainties play a role in fatalities, e.g. economy, changes in legislation, funding priorities, and safety initiatives. Therefore based on these uncertainties in the future, a steady goal of 685 is presented for the next four years.

Goal 2 – Fatality Rate

Fatality Rate (fatalities per HMVMT) is to be held to or below:

- 1.48 at end of year 2013
- 1.42 at end of year 2014
- 1.40 at end of year 2015
- 1.32 at end of year 2016

Goal 3 – Serious Injuries

Serious Injuries are to be held to or below:

- 16,065 at end of year 2013
- 15,353 at end of year 2014
- 14,935 at end of year 2015
- 14,518 at end of year 2016

Serious Injuries are defined for the SHSP as: Incapacitating (level 4 or A) -AND- Non-incapacitating (level 3 or B).

Goal 4 – Serious Injury Rate

Serious Injury Rate (Serious Injuries per HMVMT) is to be held to or below:

- 34.10 at end of year 2013
- 33.60 at end of year 2014
- 31.90 at end of year 2015
- 30.20 at end of year 2016

Serious Injury Rate is defined for the SHSP as: Incapacitating (level 4 or A) -AND- Non-incapacitating (level 3 or B).

Goal 5 – Unrestrained Occupant Fatalities

Unrestrained Occupant Fatalities are to be held to or below:

- 265 at end of year 2013
- 268 at end of year 2014
- 254 at end of year 2015
- 241 at end of year 2016

Goal 6 – Fatalities Involving Drivers or Motorcycle Operators with 0.08+BAC

Fatalities are to be held to or below:

- 246 at end of year 2013
- 246 at end of year 2014
- 246 at end of year 2015
- 246 at end of year 2016

Goal 7 – Commercial Motor Vehicle Collisions

CMV Collisions are to be held to or below:

- 4386 at end of year 2013
- 4371 at end of year 2014
- 4356 at end of year 2015
- 4341 at end of year 2016

V. Strategies

No.	Strategy Name	Lead Agency	Participating Agencies	Type of Strategy	Emphasis Area	Brief Description	Document and p. #
OHSO							
1	Corridor Projects	OHSO	OHP, ODOT	Education, Enforcement, Engineering	1, 2, 3, 4	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.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 8
2	Alcohol/Impaired Driving Strategies - Impaired Driving Enforcement	OHSO	OHP, Local Authorities	Enforcement	1	This includes 10 sub-strategies that primarily involve enforcement and supports the efforts of other nationally and state programs.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 26
3	Alcohol/Impaired Driving Strategies - Prosecution and Adjudication	OHSO	None	Education	1	This includes 2 sub-strategies that primarily involve judiciary, prosecutorial, and court personnel. This in an continued effort to educate the importance alcohol/drug impaired driving.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 27
4	Alcohol/Impaired Driving Strategies - Training, Technology, and Testing	OHSO	OHP, Local Authorities	Education, Enforcement	1	This includes 4 sub-strategies that primarily that primarily involve training personnel to use the latest technology and testing to enhance their enforcement.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 27
5	Alcohol/Impaired Driving Strategies - Education and Awareness	OHSO	None	Education	1	This includes 3 sub-strategies focusing on educating the population.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 27
6	Alcohol/Impaired Driving Strategies - Program Area Management	OHSO	None	Education, Enforcement	1	This includes 2 sub-strategies focusing on managing all the education and enforcement programs designed to prevent impaired driving.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 27
7	Motorcycle Safety - Motorcyclist Training and Education	OHSO	OHP, ODOT	Education	1, 3	This includes 4 sub-strategies focusing on training programs, number of certified motorcycle instructors, quality of programs, and program capacity.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 37
8	Motorcycle Safety - Impaired Motorcyclist Enforcement	OHSO	OHP, Local Authorities	Enforcement	1	This focuses enforcement of in areas that have received high rates of impaired motorcycle riding.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 37
9	Motorcycle Safety - Communications	OHSO	None	Education	1	This includes 3 sub-strategies focusing on promoting the benefits of training and licensing through motorcycle dealers, civic groups, social media, and other forums. This will also include conducting helmet surveys and communicating the results to media and the motorcycle communities, and public awareness messages.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 37
10	Motorcycle Safety - Program Area Management	OHSO	None	Education	1	Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Motorcycle Safety projects.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 37

No.	Strategy Name	Lead Agency	Participating Agencies	Type of Strategy	Emphasis Area	Brief Description	Document and p. #
11	Occupant Protection - Occupant Protection Enforcement	OHSO	OHP, Local Authorities	Enforcement	1	This includes 6 sub-strategies focusing on enforcement using Law Enforcement Liaisons, Occupant Specialists, statewide campaigns, increased participation in existing programs, safe community groups, recruitment efforts, and new partnerships.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 42
12	Occupant Protection - Education and Training	OHSO	OHP, Local Authorities	Education	1	This includes 7 sub-strategies focusing on education using several internal and external groups.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 42
13	Occupant Protection - Outreach and Awareness	OHSO	OHP, Local Authorities	Education, Enforcement	1	This includes 8 sub-strategies focusing on both education and enforcement encompassing: facilitating partnerships with safety communities and organizations, child restraint inspection stations, three statewide events, conducting surveys, PSAs, and website information.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 43
14	Occupant Protection - Program Area Management	OHSO	None	Education	1	Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Occupant Protection projects planned for FY2014.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 43
15	Police Traffic Services - Enforcement	OHSO	OHP, Local Authorities	Enforcement	1	This includes 5 sub-strategies which provide a variety of traffic enforcement and community education services, depending upon the specific needs of the community.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 48
16	Police Traffic Services - Training	OHSO	OHP, Local Authorities	Education	1, 3	This includes 4 sub-strategies which involve internal training within the law enforcement community.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 48
17	Police Traffic Services - Education and Awareness	OHSO	OHP, Local Authorities	Education	3	This includes 3 sub-strategies that involve law enforcement agencies and other organizations to enhance and promote safe driving for young drivers.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 49
18	Police Traffic Services - Program Area Management	OHSO	OHP, Local Authorities	Education	1, 3	Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Police Traffic Services projects planned for FY2014.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 49
19	Traffic Records	OHSO	ODOT, ODPS, OHP, OSDH, Local Authorities	Enforcement, Education, Engineering	1, 2, 3, 4	This has 5 main strategies under the purview of the Oklahoma Traffic Records Council. This is to improve the records systems, add technology, and enhance data transfers.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 54
20	Railroad Safety Strategies	OHSO	Huy wants to include ODOT (Rail) document and revise this item	Education	2, 3	1) Support Operation Lifesaver with railroad safety education classes. 2) Support Operation Lifesaver to distribute radio public service announcements statewide.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 59

No.	Strategy Name	Lead Agency	Participating Agencies	Type of Strategy	Emphasis Area	Brief Description	Document and p. #
21	Driver Education	OHSO	ODPS	Education	3	1) Provide additional driver training to younger drivers through the Alive at 25 program promulgated by the National Safety Council. 2) Support robust, meaningful basic driver education by providing quality assurance services through the Oklahoma Department of Public Safety.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 62
22	Paid Media	OHSO	None	Education	1	This project will develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues; and possibly distracted driving, child passenger safety, bicycle/pedestrian safety.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 60
23	Sports Marketing	OHSO	None	Education	1	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.	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 63
24	Other Marketing	OHSO	None	Education	1, 3	This is social media outreach to promote 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).	OHSO: 2014 Performance Plan & Highway Safety Plan, p. 63
ODOT							
	ODOT/FHWA Low Cost Systemic Intersection Improvement Program	ODOT	None	Engineering	2	Sign and marking improvements at selected stop-controlled intersections. Future projects may add more stop-controlled intersections and/or extend to sign and marking improvements at signalized intersections.	ODOT: 2013-2014 Oklahoma Department of Transportation Safety Plan
	Data Driven Traffic Signal Program	ODOT	None	Engineering	2	About 4 stop-controlled intersections annually are converted to signal control based on crash history.	ODOT: 2013-2014 Oklahoma Department of Transportation Safety Plan
	Data Driven Retro-Reflective Backplate Program	ODOT	Local Authorities	Engineering	2	Project will retrofit existing signal backplates at selected intersections with retroreflective borders.	ODOT: 2013-2014 Oklahoma Department of Transportation Safety Plan
	Pedestrian Hybrid Beacons	ODOT	Local Authorities	Engineering, Enforcement	2, 3	A few have been installed and additional locations will be considered on a case by case basis.	ODOT: 2013-2014 Oklahoma Department of Transportation Safety Plan
	Continuation of the 2007 SHSP Strategy: Policy on Access Control for Oklahoma Highways	ODOT		Engineering, Enforcement	1, 2	Finalize a Policy on Access Control for Oklahoma Highways.	ODOT: 2013-2014 Oklahoma Department of Transportation Safety Plan
	Explore and Promote Alternative Intersection and Interchange Designs	ODOT	Local Authorities	Engineering, Education	2	Promote and explore roundabouts, j-turns and other indirect left turn designs, diverging diamond interchange	ODOT: 2013-2014 Oklahoma Department of Transportation Safety Plan
	ODOT/FHWA Systemic Lane Departure Program	ODOT	None	Engineering	4	Clear zone mitigation for selected corridors	ODOT: 2013-2014 Oklahoma Department of Transportation Safety Plan
	ODOT/FHWA Systemic Horizontal Curve Program	ODOT	None	Engineering	4	Improved delineation and advance signing on selected curves.	ODOT: 2013-2014 Oklahoma Department of Transportation Safety Plan

No.	Strategy Name	Lead Agency	Participating Agencies	Type of Strategy	Emphasis Area	Brief Description	Document and p. #
OHP Troop S (CMV)							
	Crash Reduction - Driver and Vehicle Inspections	OHP - Troop S (CMV)	None	Enforcement	2, 4		Troop S: 2014 CMV Safety Plan, p. 16, 28
	Crash Reduction - Traffic Enforcement Activities	OHP - Troop S (CMV)	None	Enforcement	2, 4		Troop S: 2014 CMV Safety Plan, p. 16, 30
	Crash Reduction - Carrier Interventions	OHP - Troop S (CMV)	None	Enforcement, Education	2, 4		Troop S: 2014 CMV Safety Plan, p. 16, 31
	Crash Reduction - Public Education and Awareness	OHP - Troop S (CMV)	None	Education	2, 4		Troop S: 2014 CMV Safety Plan, p. 16, 34
	Crash Reduction - Effective Data Collection and Reporting	OHP - Troop S (CMV)	ODOT, OHSO	Education, Engineering	2, 4		Troop S: 2014 CMV Safety Plan, p. 16, 17
OHP Troops							
	Use collision reduction in the PMP process	OHP - Troop A	None	Enforcement	1, 2, 3, 4	OHP will be connecting a Trooper's PMP (Performance Management Process) to the effort applied to reduce collisions.	Troop A: Strategic Goals, 2013-2014 Document
	Use of SAFE-T at the local level	OHP - Troop A	None	Enforcement	1, 2, 3, 4	SAFE-T (Statewide Analysis for Engineering and Technology) is Oklahoma's collision analysis tool that can be accessed through the internet.	Troop A: Strategic Goals, 2013-2014 Document
	Layer troop activity with collision data	OHP - Troop A	None	Enforcement	1, 2, 3, 4	Developing a process of creating a system for the Trooper to layer his activity information with where collisions are happening.	Troop A: Strategic Goals, 2013-2014 Document
	Special emphasis: Following Too Closely, Unsafe Lane Changes, Distracted Driving	OHP - Troop A	None	Enforcement	1, 4	Radars will be used at a minimum and most of this special effort will take place on "All Out Fridays". The Troop will focus on collision causing violations.	Troop A: Strategic Goals, 2013-2014 Document
	Quarterly OHP Troop & ODOT Division Meetings to address mutual concerns	OHP - Troop A	ODOT	Engineering	1, 2, 3, 4	Troop A plans to meet with the local Field Division for ODOT to discuss safety and communicate any needs.	Troop A: Strategic Goals, 2013-2014 Document
	One safety talk per quarter	OHP - Troop A	None	Education	1, 3	Troop A will schedule one safety talk, per quarter, with a civic, local high school, or local middle school in their area.	Troop A: Strategic Goals, 2013-2014 Document
	Coordinate and Educate Peers	OHP - Troop A	None	Education	1	Troop A will coordinate and educate peers through public and local entities, e.g. MATSC, ACOG, and other civic groups.	Troop A: Strategic Goals, 2013-2014 Document
	Aid in CMV Education	OHP - Troop A	OHP - Troop S (CMV)	Education	1, 2, 4	T-TEP Troopers will be proactive in their skill set and with Troop S, contact local trucking companies in their detachments to conduct safety meetings.	Troop A: Strategic Goals, 2013-2014 Document
	ARIDE Training to enhance DUJ/Drug Enforcement	OHP - Troop A	None	Education	1, 2, 3, 4	Troop A will train late-shift troopers first and then others as time permits. After training, Troopers will more aggressively work DUJ/Drug related violations.	Troop A: Strategic Goals, 2013-2014 Document
	Distracted Drivers	OHP - Troop A	None	Education	1	Target specifically distracted drivers and work with local media when possible to inform public about these targeted efforts.	Troop A: Strategic Goals, 2013-2014 Document
	Participate in TIMS Training	OHP - Troop A	None	Education	1	Traffic Incident Management reduces the risk of secondary collisions caused by inattentive drivers encountering a crash scene.	Troop A: Strategic Goals, 2013-2014 Document

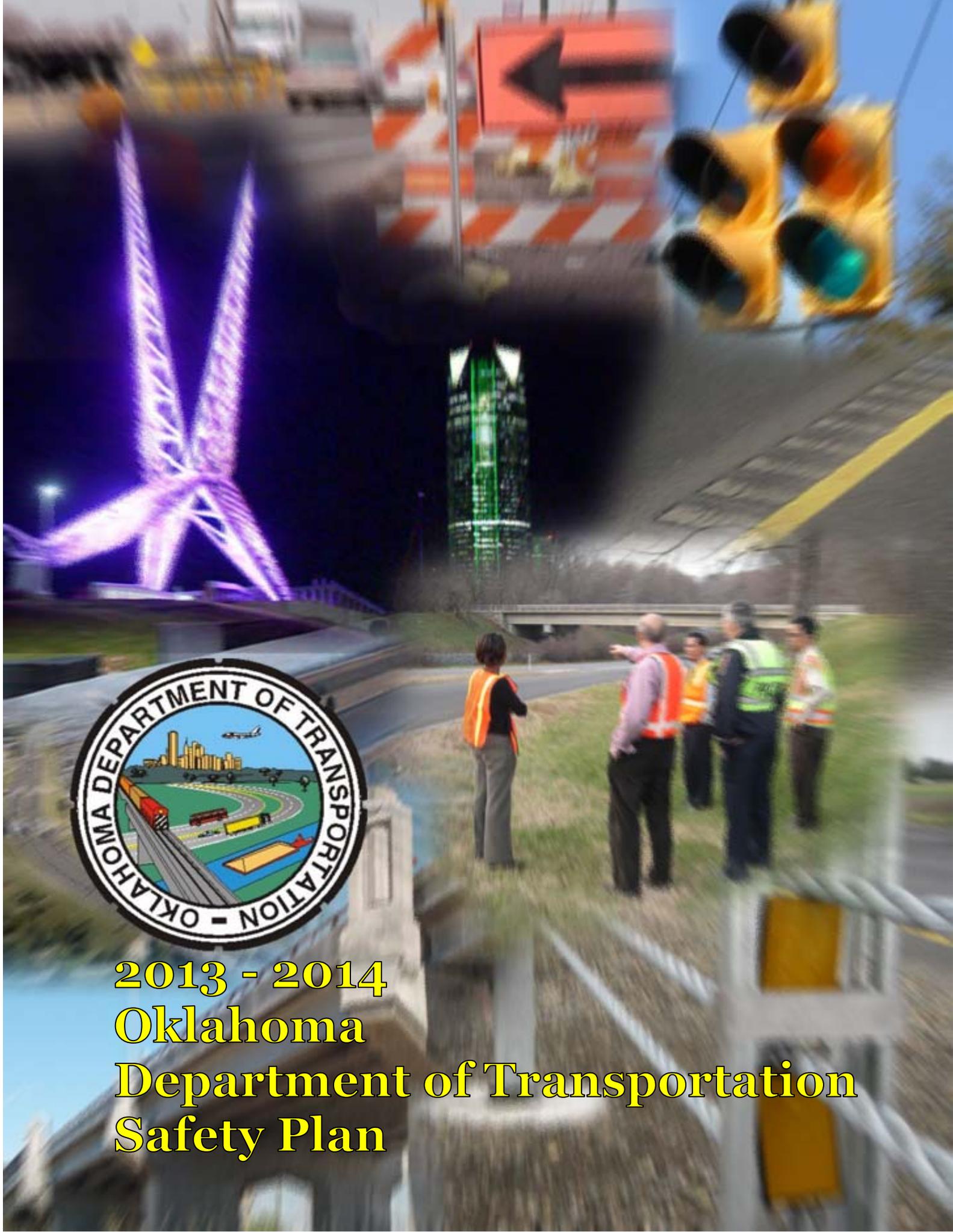
No.	Strategy Name	Lead Agency	Participating Agencies	Type of Strategy	Emphasis Area	Brief Description	Document and p. #
	Focus on Collision Reduction	OHP - Troop B	None	Enforcement, Education	1, 2, 3, 4	Troop B will use SAFE-T (Statewide Analysis for Engineering and Technology) to target times and locations.	Troop B: Projected Goals, 2013 Document
	Focus on DUIs	OHP - Troop B	None	Enforcement	1	Troop B will use SAFE-T (Statewide Analysis for Engineering and Technology) to target times and locations.	Troop B: Projected Goals, 2013 Document
	Focus on Safety Belts	OHP - Troop B	None	Enforcement	1	Troop B will use SAFE-T (Statewide Analysis for Engineering and Technology) to target times and locations.	Troop B: Projected Goals, 2013 Document
	Focus on Speed and Safety Education	OHP - Troop B	None	Enforcement	1, 2, 3, 4	Troop B will use SAFE-T (Statewide Analysis for Engineering and Technology) to target times and locations.	Troop B: Projected Goals, 2013 Document
	Use collision reduction in the PMP process	OHP - Troop B	None	Enforcement	1, 2, 3, 4	OHP will be connecting a Trooper's PMP (Performance Management Process) to the effort applied to reduce collisions.	Troop B: Projected Goals, 2013 Document
	Use SAFE-T at the local level to help with enforcement	OHP - Troop C	None	Enforcement	1, 2, 3, 4	Troop C will use SAFE-T (Statewide Analysis for Engineering and Technology) to target times and locations.	Troop C: Strategic Collision Reduction Plan 2013, Document
	County Trooper familiarity	OHP - Troop C	None	Enforcement	1, 2, 3, 4	County Troopers will become more familiar with high collision roadways within their areas, with special attention to occupant restraint, speed, and impaired driving violations.	Troop C: Strategic Collision Reduction Plan 2013, Document
	Strategic deploy extra man-power	OHP - Troop C	None	Enforcement	1, 2, 3, 4	Using SAFE-T (Statewide Analysis for Engineering and Technology), deploy extra man-power during high collision times at collision locations.	Troop C: Strategic Collision Reduction Plan 2013, Document
	Further training in CMV	OHP - Troop C	OHP - Troop S (CMV)	Education	1, 2, 4	Regarding CMV enforcement, Troop C will receive further training from Troop S.	Troop C: Strategic Collision Reduction Plan 2013, Document
	Extra enforcement in Cherokee and Sequoyah Counties	OHP - Troop C	None	Enforcement	1	OHSO impaired overtime fuding will be used to increase enforcement. OHSO have identified these counties, in Troop C, as a higher concentration of impaired drivers.	Troop C: Strategic Collision Reduction Plan 2013, Document
	Troop C personnel will be more active with the public, community, and civic groups	OHP - Troop C	None	Education	1, 2, 3, 4	Various safety talks, media blitz, and other information will be used to educate the public about overall roadway safety.	Troop C: Strategic Collision Reduction Plan 2013, Document
	Press Releases	OHP - Troop C	None	Education	1, 2, 3, 4	These will be sent out to local media outlets to inform the public of upcoming enforcement efforts, major operations, and special or holiday events.	Troop C: Strategic Collision Reduction Plan 2013, Document
	Further collision education in Trooper's county	OHP - Troop C	None	Education	1, 2, 3, 4	Educate troopers to collisions within their area to enhance ownership and awareness.	Troop C: Strategic Collision Reduction Plan 2013, Document
	Traffic Incident Management	OHP - Troop C	None	Education	1, 2, 3, 4	Troop C will coordinate and hold training classes on TIM for local emergency personnel.	Troop C: Strategic Collision Reduction Plan 2013, Document
	ARIDE & DRE Training	OHP - Troop C	None	Education, Enforcement	1	The specific goal is to get at least 1/3 of the troop trained in ARIDE and increase the number of DRE certified troopers. This will aid in DUI & drug enforcement.	Troop C: Strategic Collision Reduction Plan 2013, Document
	Engineering solutions (state)	OHP - Troop C	ODOT	Engineering	1, 2, 3, 4	Work with ODOT to solve issues with engineering solutions	Troop C: Strategic Collision Reduction Plan 2013, Document
	Engineering solutions (local)	OHP - Troop C	Local Authorities	Engineering	1, 2, 3, 4	Work with county and local officials to solve issues with engineering solutions	Troop C: Strategic Collision Reduction Plan 2013, Document

No.	Strategy Name	Lead Agency	Participating Agencies	Type of Strategy	Emphasis Area	Brief Description	Document and p. #
	Workzone Enforcement	OHP - Troop C	ODOT, Local Authorities	Engineering	1, 2, 3, 4	Work with ODOT, county, and local officials to help with enforcement efforts during problematic workzone activities	Troop C: Strategic Collision Reduction Plan 2013, Document
	Focus on DUIs	OHP - Troop D	None	Enforcement	1	Troop D will utilize SAFE-T and increasing enforcement 2% on high collision areas	Troop D: Strategic Collision Reduction Plan 2013 Document
	Focus on Seat Belts	OHP - Troop D	None	Enforcement	1	Troop D will utilize SAFE-T and increasing enforcement 5% on high collision areas	Troop D: Strategic Collision Reduction Plan 2013 Document
	Public Outreach	OHP - Troop D	None	Education	1, 2	Conducting safety talks with community. Press releases for up coming enforcement efforts.	Troop D: Strategic Collision Reduction Plan 2013 Document
	Traffic Incident Management	OHP - Troop D	None	Education	1, 2, 3, 4	Troop D will coordinate and hold training on Traffic Incident Management classes.	Troop D: Strategic Collision Reduction Plan 2013 Document
	Workzone Enforcement	OHP - Troop D	ODOT, Local Authorities	Engineering	1, 2, 3, 4	Work with ODOT, county, and local officials to help with enforcement efforts during problematic workzone activities	Troop D: Strategic Collision Reduction Plan 2013 Document
	Reducing DUI/DWI fatalities	OHP - Troop E	None	Enforcement	1	Troop E will utilize SAFE-T and increasing arrest by 5% for Troop jurisdiction	Troop E: Strategic Goals for 2013 Document
	Increasing Seat Belts compliance	OHP - Troop E	None	Enforcement	1	Troop E will utilize SAFE-T and increasing seatbelt compliance by 7.5% for Troop jurisdiction.	Troop E: Strategic Goals for 2013 Document
	Aid in CMV Education	OHP - Troop E	OHP - Troop S (CMV)	Education	1, 2, 4	Troop E committed to train 20% of its workforce in CMV enforcement.	Troop E: Strategic Goals for 2013 Document
	Workzone Enforcement	OHP - Troop F	ODOT, Local Authorities	Enforcement	1, 2, 4	Troop F will utilize SAFE-T to increase visibility enforcement on high crash locations.	Troop F: Collision Reduction Planfor 2013 document
	Strict Speed Enforcement	OHP - Troop F	None	Enforcement	1	Troop F will conduct strict speed enforcement using both unmarked vehicles and aircraft patrols	Troop F: Collision Reduction Planfor 2013 document
	Increasing Seat Belts compliance	OHP - Troop F	None	Enforcement	1	Troop F will utilize checkpoints to increase 15% more of compliances.	Troop F: Collision Reduction Planfor 2013 document
	Reducing DUI/DWI fatalities	OHP - Troop F	None	Enforcement	1	Troop F will apply NO Refusal Operations and conduct DUI Saturations toward intoxicated drivers. Goals to increase 5% arrest	Troop F: Collision Reduction Planfor 2013 document
	Strict Speed Enforcement	OHP - Troop G	None	Enforcement	1	Troop G will utilize SAFE-T to identify high accident work areas and conduct no tolerance policy toward violators.	Troop G: 2013 Collision Reduction Plan and Strategic Goals document
	Increasing Seat Belts compliance	OHP - Troop G	None	Enforcement	1	Troop G will target on low seatbelt usage areas including night time and checkpoints. Goal is to increase 50% in enforcement efforts	Troop G: 2013 Collision Reduction Plan and Strategic Goals document
	Reducing DUI/DWI fatalities	OHP - Troop G	OHSO	Enforcement	1	Troop G will utilize OHSO funds to conduct saturation patrols for areas with high DUI/DWI. Goal is to increase enforcement by 7.5%	Troop G: 2013 Collision Reduction Plan and Strategic Goals document
	Increasing CMV training for troops	OHP - Troop G	OHP - Troop S (CMV)	Education	1, 2, 3, 4	Troop G committed to train its workforce in CMV enforcement.	Troop G: 2013 Collision Reduction Plan and Strategic Goals document
	Public Outreach	OHP - Troop G	None	Education	1, 2, 3, 4	Conducting safety talks with community. Press releases for up coming enforcement efforts.	Troop G: 2013 Collision Reduction Plan and Strategic Goals document
	Partner Cooperations	OHP - Troop G	ODOT, Local Authorities	Education	1, 2, 3, 4	Coordinate with ODOT or local authorities to identify problem locations that could apply safety countermeasures	Troop G: 2013 Collision Reduction Plan and Strategic Goals document

No.	Strategy Name	Lead Agency	Participating Agencies	Type of Strategy	Emphasis Area	Brief Description	Document and p. #
	Workzone Enforcement	OHP - Troop G	ODOT	Enforcement	1, 4	Conducting high visibility enforcement in construction areas with no tolerance.	Troop G: 2013 Collision Reduction Plan and Strategic Goals document
	Reducing DUI/DWI fatalities	OHP - Troop H	None	Enforcement	1	Troop H will utilize SAFE-T, SSUM and SDAY to increase visibility enforcement on high crash locations and events. Goal is to increase 5% of DUI/DWI arrest	Troop H Strategic Goals for CY'13
	Increasing Seat Belts compliance	OHP - Troop H	None	Enforcement	1	Troop H will target on low seatbelt usage with emphasis on no tolerance for seatbelt / child restraint violations. Goal is to increase 10% in seatbelt citations.	Troop H Strategic Goals for CY'13
	Increasing CMV training for troops	OHP - Troop H	OHP - Troop S (CMV)	Education	1, 2, 3, 4	Troop H committed to train its workforce in CMV enforcement.	Troop H Strategic Goals for CY'13
	Partner Cooperations	OHP - Troop H	ODOT, Local Authorities	Education	1, 2, 3, 4	Coordinate with ODOT or local authorities to identify problem locations that could apply safety countermeasures	Troop H Strategic Goals for CY'13
	Workzone Enforcement	OHP - Troop H	ODOT	Enforcement	1, 4	Troop H will work with ODOT to identify work zones that need additional enforcement.	Troop H Strategic Goals for CY'13
	Public Outreach	OHP - Troop H	None	Education	1, 2, 3, 4	Conducting safety talks with community. Press releases for up coming enforcement efforts.	Troop H Strategic Goals for CY'13
	Reducing DUI/DWI fatalities	OHP - Troop I	None	Enforcement	1	Troop H will utilize SAFE-T, SSUM and SDAY to identify high crash accident locations and to increase visibility enforcement on high crash locations and events. Goal is to increase 20% enforcement.	Troop I Strategic Goals CY'13
	Increasing Seat Belts and Speed compliance	OHP - Troop I	None	Enforcement	1	Troop I will utilize SAFE-T to identify high crash accident locations with concentration on speed and seatbelt enforcement. Goal is to increase 10% enforcement.	Troop I Strategic Goals CY'13
	Partner Cooperations	OHP - Troop I	ODOT, Local Authorities	Education	1, 2, 3, 4	Coordinate with ODOT or local authorities to identify problem locations that could apply safety countermeasures	Troop I Strategic Goals CY'13
	Public Outreach	OHP - Troop I	None	Education	1, 2, 3, 4	Conducting safety talks with community. Press releases for up coming enforcement efforts.	Troop I Strategic Goals CY'13
	Reducing DUI/DWI fatalities	OHP - Troop J	None	Enforcement	1	Troop J will utilize SAFE-T to identify and target high crash accident locations. Goal is to increase 40% enforcement	Troop J Strategic Goals for 2013 - 2014
	Increasing Seat Belts compliance	OHP - Troop J	None	Enforcement	1	Troop J will utilize SAFE-T to identify and target high crash accident locations. Goal is to increase 40% enforcement	Troop J Strategic Goals for 2013 - 2014
	Increasing CMV training for troops	OHP - Troop J	OHP - Troop S (CMV)	Education	1, 2, 4	Troop J committed to train all its workforce in CMV enforcement by 2014.	Troop J Strategic Goals for 2013 - 2014
	Increasing ARIDE training for troopers	OHP - Troop J	None	Education	1, 2, 4	Ensure all Troop J Troopers are trained in ARIDE (Advanced Roadside Impaired Driver Enforcement)	Troop J Strategic Goals for 2013 - 2014
	Partner Cooperations	OHP - Troop J	Local Authorities & Rail	Enforcement	1, 2, 4	Will coordinate with Rail industries to identify issues on US-412 that could apply safety countermeasures.	Troop J Strategic Goals for 2013 - 2014
	Reducing DUI/DWI fatalities	OHP - Troop K	None	Enforcement	1	Troop K will utilize SAFE-T to identify and target high crash accident locations. Goal is to increase 6.5% enforcement	Troop K 2013 Goals and Objectives

No.	Strategy Name	Lead Agency	Participating Agencies	Type of Strategy	Emphasis Area	Brief Description	Document and p. #
	Increasing Seat Belts compliance	OHP - Troop K	None	Enforcement	1	Troop K will utilize SAFE-T to identify and target high crash accident locations. Goal is to increase 9% enforcement	Troop K 2013 Goals and Objectives
	Reducing DUI/DWI fatalities	OHP - Troop M	None	Enforcement	1	Troop M will utilize SAFE-T, ARIDE and PBSP to identify and conduct saturation patrols in high accident locations. Goal is to increase 5% enforcement.	Troop M Strategic Goals for CY 2013.
	Strict Speed Enforcement	OHP - Troop M	None	Enforcement	1, 4	Troop M will utilize unmarked vehicle and aircraft patrol to target aggressive / reckless drivers.	Troop M Strategic Goals for CY 2013.
	Increasing Seat Belts compliance	OHP - Troop M	None	Enforcement	1	Troop M will utilize SAFE-T to identify and target high crash accident locations. Goal is to increase 25% enforcement	Troop M Strategic Goals for CY 2013.
	Increasing CMV training for troops	OHP - Troop M	OHP - Troop S (CMV)	Education	1, 2, 4	TroopM committed to train all its workforce in CMV enforcement.	Troop M Strategic Goals for CY 2013.
	Public Outreach / Safety Education	OHP - Troop M	None	Education	1, 2, 3, 4	Conducting safety talks with community. Press releases for up coming enforcement efforts.	Troop M Strategic Goals for CY 2013.
	Increasing Seat Belts compliance	OHP - Troop XA	None	Enforcement	1	Goal is to increase passenger restraint citations from 465 to 1000 on Turnpike.	Troop XA "Will Rogers Turnpike" 2013 Performance Appraisal Standards & Troop Goals.
	Reducing DUI/DWI/APC fatalities	OHP - Troop XA	None	Enforcement	1	Goal is to increase impaired driving citations from 56 to 70 on Turnpike. Troop XA will utilize unmarked vehicles and target aggressive drivers.	Troop XA "Will Rogers Turnpike" 2013 Performance Appraisal Standards & Troop Goals.
	Increasing Seat Belts compliance	OHP - Troop XB / XE	None	Enforcement	1	Goal is to increase passenger restraint citations from 465 to 1000 on Turnpike.	Troop XB / XE "Muskogee & Creek Turnpikes" 2013 Combined Appraisal Standards & Troop Goals
	Reducing DUI/DWI/APC fatalities	OHP - Troop XB / XE	None	Enforcement	1	Goal is to increase impaired driving arrest from 61 to 70 on Turnpike	Troop XB / XE "Muskogee & Creek Turnpikes" 2013 Combined Appraisal Standards & Troop Goals
	Reducing DUI/DWI/APC fatalities	OHP - Troop XC	None	Enforcement	1	Goal is to increase impaired driving arrest to 82% (or 20 arrests) on Turnpike	Troop XC Strategic Goals for 2013.
	Increasing Seat Belts compliance	OHP - Troop XC	None	Enforcement	1	Goal is to increase seatbelt to 96% (or 200 arrests) on Turnpike	Troop XC Strategic Goals for 2013.
	Increasing CMV training for troops	OHP - Troop XC	None	Education	1, 2, 4	Goal is to increase CMV Training by 20% for its troops	Troop XC Strategic Goals for 2013.
	Public Outreach / Safety Education	OHP - Troop XC	None	Education	1, 2, 3, 4	Conducting safety talks with community and OTA maintenance workers. CMS to educate drivers of lane closures	Troop XC Strategic Goals for 2013.
	Increasing Seat Belts compliance	OHP - Troop XD	None	Enforcement	1	Goal is to increase passenger restraint citations to 288 on Turnpike thru unmarked vehicle and quarterly special emphasis.	Troop XD "Cherokee Turnpike" 2013 Performance Appraisal Standards & Troop Goals
	Reducing DUI/DWI/APC fatalities	OHP - Troop XD	None	Enforcement	1	Goal is to increase impaired driving arrest to 12 on Turnpike thru unmarked vehicle and quarterly emphasis	Troop XD "Cherokee Turnpike" 2013 Performance Appraisal Standards & Troop Goals

V. Appendix



**2013 - 2014
Oklahoma
Department of Transportation
Safety Plan**

Table of Contents

I. Introduction	3
II. Intersection Crashes	
ODOT/FHWA Low Cost Systemic Intersection Improvement Program	3
Data Driven Traffic Signal Program	5
Data Driven Retro-Reflective Backplate Program	5
Tulsa Pedestrian Action Safety Plan	6
Pedestrian Hybrid Beacons	7
Continuation of the 2007 SHSP Strategy: Policy on Access Control for Oklahoma Highways	7
Explore and Promote New Technologies	8
III. Lane Departure Crashes	
ODOT/FHWA Systemic Lane Departure Program	9
ODOT/FHWA Systemic Horizontal Curve Program	10
Systemic/Policy - Cable Barrier Program	10
Policy - Guardrail Program	11
Policy - Striping Program	11
Systemic/Policy - Shoulder Rumble Strip Program	12
Systemic/Policy - Centerline Rumble Strip Program	13
Policy - Safety Edge	14
Shoulder Improvements	14
Pilot - High Friction Surface Course (HFSC) Treatment	14
Nighttime Lane Departure Mitigations	15
IV. Combination of Crashes	
Hot Spot Treatments	15

High Risk Rural Roads	15
Continuation of the 5% Report and the Collision Digest	16
Continuation of the Development of Oklahoma Specific Safety Performance Functions (SPFs)	16
ITS Infrastructure	17

V. Multi Agencies Cooperation

Corridor Projects	18
Motorcyclist Training and Education	18
Traffic Records Improvements	18
Driver Education	18
ITS Support	18

I. Introduction

Over the years, the Oklahoma Department of Transportation (ODOT) has been aggressively at the forefront and combating highway traffic safety problems. The Department has been a lead agency charged with the engineering component of the three E's (Engineering, Education, and Enforcement). Traditionally the Department would identify high crash collision locations (or hot spots) through different severity indices or crash patterns and applied appropriate safety countermeasures. Now, in addition to "hot spots", ODOT has now adopted some systemic approaches. The systemic approach is considerably different than the traditional approach in that low-cost, effective countermeasures are first identified, then applied systemically to a large number of locations. These locations are still data drive and the countermeasure deployments that are on larger scales, can be cost effective. So in short, the benefit to cost ratios can be quite good. This approach has been successfully implemented in Oklahoma in other areas, e.g. ODOT's median cable barrier project.

In the Traffic and Safety communities, there are some universal definitions of the types of safety improvements. These three types are: Hot Spot, Systemic, and Policy.

Hot Spot Improvements

Usually one location at a time, based mainly on crash history, usually very expensive, and usually with the lowest B/C ratios. Example: Traffic Signal.

Systemic Improvements

Broadcasting the same improvement over many locations with data driven analysis (crash & roadway characteristics), usually low cost, with a better aggregate B/C ratio than Hot Spots.

Example: Cable barrier started off as Hot Spot, then went to Systemic, and now we are currently working on a Policy (this one will more clearly define where and when).

Policy

Usually derived from the **good** Systemic projects, usually nationally led, and we don't estimate B/C ratios anymore because the improvements turned out to be so beneficial and/or exceptional, we just do them everywhere.

Example: Edge striping, shoulder rumble strips on certain roads, and sign sheeting types and colors to mention a few.

A good safety program will have all three types of safety improvements. ODOT's SHSP strategies will be outlined and described below.

II. Intersection Crashes

ODOT/FHWA Low Cost Systemic Intersection Improvement Program (Engineering)

Oklahoma has been identified as a focus state for three areas: Intersections, Roadway Departures, and Pedestrians. ODOT, has accepted assistance from the Federal Highway

Administration (FHWA), and has developed implementation plans for each of the three areas. The implementation plans discuss and propose several safety countermeasures. ODOT has incorporated several of the safety countermeasures as strategies for the 2013-2014 Oklahoma Strategic Highway Safety Plan.

Intersection fatalities within Oklahoma have averaged 150 annually over the 2007-2012 time periods. However, intersection deaths have been gradually declining over this period, with the lowest of 132 occurring in 2011. The Oklahoma DOT is pursuing the identification and implementation of strategies and countermeasures in the intersection area that will continue the reduction of intersection fatalities within the state.

Oklahoma's 2007 SHSP has an overall goal to reduce the number of fatalities in Oklahoma by at least 20 percent between 2004 data and 2015. One of the emphasis areas identified in the 2007 SHSP (and continued in the 2013-2014 SHSP) is to reduce intersection crashes. This joint effort implementation plan provides detail regarding countermeasures, actions, deployment characteristics, costs, impacts, and key steps that need to be taken to significantly improve intersection safety. This plan, if fully implemented, is projected to prevent at least 16 intersection fatalities annually, which is approximately a 10 percent reduction in fatalities.

Some other key bullet points are:

- FHWA offered and helped us analyze our entire collision database (from 2005-2009)
- They used the Oklahoma collision data base and analyzed from afar (FHWA and their consultant, SAIC)
- The theory is acceptable and the locations are representative, however ODOT will be responsible for fine tuning the results
- Workshops and classes were taught to many disciplines at the state and local levels
- In in line with our 2007 SHSP (and 2013-2014 SHSP) Goals
- In line with one of the 2007 SHSP (and 2013-2014) strategies of "prioritizing high crash, lower volume, rural intersections
- Systemic approaches are needed to complement our traditional approach of Hot Spot
- Systemic targets large numbers of relatively low-cost, cost-effective countermeasures at many targeted high crash intersections
- Systemic will generate a much larger number of intersection improvements statewide
- If the entire package is implemented during the next 5 years (funding and resources permitted), the estimates are: in 10 years, 27,000 collisions prevented, 1200 disabling injuries prevented, 160 fatalities prevented

- Using the B/C ratios, the “Value of Statistical Lives” memo, the financial view point of this is: in 10 years, the B/C ratio is 38:1

Of the many countermeasures presented, ODOT is currently implementing Countermeasure No. 1 – Basic Set of Signs and Marking Improvements. ODOT will continue this effort and also pursue the other countermeasures as funding permits. When finished with the first countermeasure, the projection is that in 10 years a 127 collisions will be prevented, 13 disabling injuries prevented, and 4 fatalities prevented. Using the “Value of Statistical Lives” memo, the B/C ratio is 13:1.

Data Driven Traffic Signal Program (Engineering)

Each year there will be an application process for traffic signal funding that places a little more corroborative effort between the Field Divisions and Traffic Division and at the same time, considering a data driven process that ensures safety funds are distributed in a manner that optimizes collision reductions.

- Traffic Signal locations are requested by each Field Division based on their criteria. The open period for request is from November 1st to April 30th each year. The allotted amount for traffic signals will be \$500,000 per year (statewide).
- The request will be turned in to Traffic Engineering in the form of a packet, which should include the written request, turning movements, aerial photograph or map of the location, and any other pertinent information. If pedestrian or school conditions exist, those applicable studies should also be included.
- The requests shall meet at least two MUTCD warrants.
- The requested locations will be analyzed for collisions and ranked using the similar 5% Report criteria. Currently, they are ranked using KABC collisions only, angle collisions (right angle, angle turning, and other angle), and for the previous 5 years.
- The remaining ranked locations will be funded in order of safety improvement potential.
- All previous participating funding splits, local commitments, and maintenance agreements still apply.

Data Driven Retro-Reflective Backplate Program (Engineering)

ODOT plans to replace backplates (with retro-reflective backplates) on our high speed traffic signals (65mph range, of which there are only a few) and the rest in the top collision locations. More specifically, all the traffic signals will be on the highway system, but will usually lie within a municipality. ODOT will work with the municipalities to ease concerns about enhancing their traffic signals (local authorities have the maintenance of traffic signals). ODOT has defined the top locations in order to save the most injuries and fatalities

and to capture the largest benefit. The aggregate collision reduction should be approximately 15%, according to the studies, which received a 4 out of 5 star rating from the national Crash Modification Factor Clearinghouse. This yields a good level of confidence that these projects will be a worthwhile safety countermeasure. If the CRF (crash reduction factor) just comes in at half of the projection, the B/C ratio (as reported to FHWA) and injuries saved, will be substantial. ODOT initially plans to do the top 200 collisions locations, monitor over the next 3 to 5 years, and finally perform a study, which will include an Oklahoma specific B/C ratio and CMF (crash modification factor). If the aggregate lives up to an acceptable degree of success, ODOT plans on submitting a statewide project for the rest of the traffic signals on the highway system (approx. 1300). This could be one of the least costly safety improvements we could do that has potential for a big return. It should be noted that this is part of FHWA's EDC (Every Day Counts).

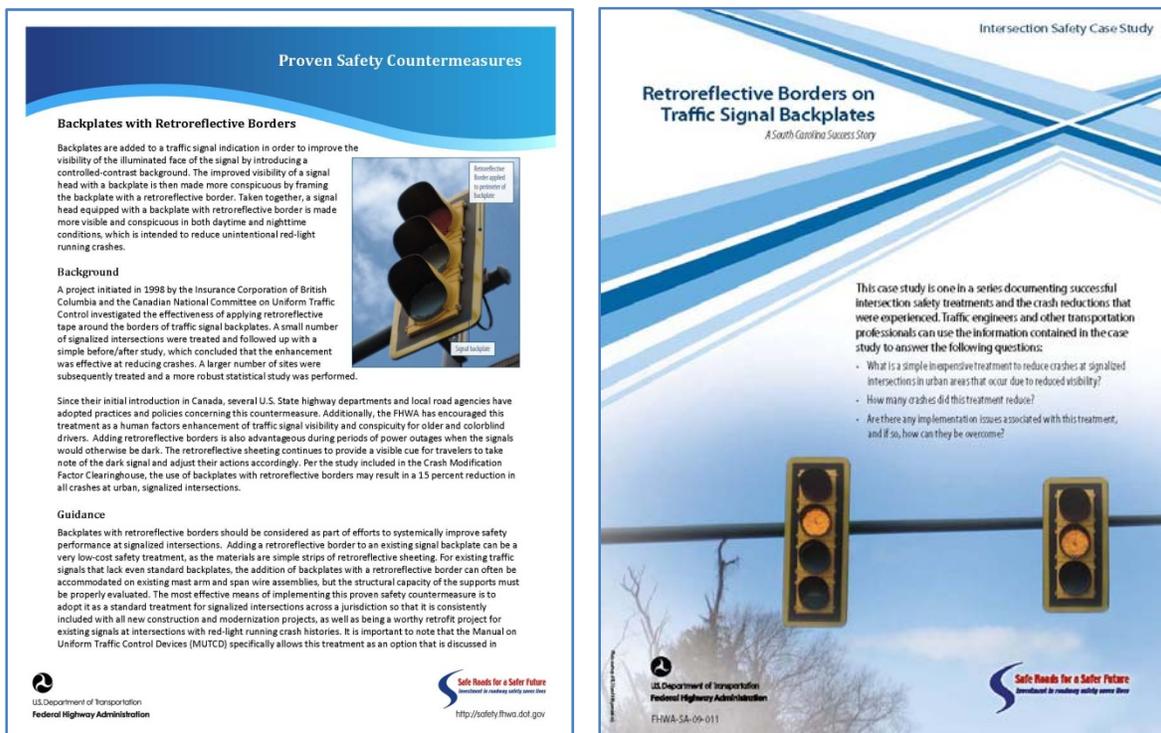


Figure 1: Examples of FHWA brochures

Tulsa Pedestrian Safety Action Plan (Engineering, Enforcement)

According to FHWA, in 2012 the city of Tulsa became a focus city for pedestrian collisions; and in turn, Oklahoma became a focus state. FHWA held a Pedestrian Workshop, in August of 2012, for all the focus cities and states in an effort to aid them in reducing pedestrian collisions. ODOT and Tulsa attended this workshop and afterwards, Tulsa responded to the offer from the FHWA Resource Center for help in putting together a Pedestrian Action Safety Plan. In the early months of 2013, additional workshops were held with hands on instruction on how to put together the plan. The reasons for creating a plan are:

- “Safety: Pedestrians make up 11 percent of the fatalities in the United States. To reduce the number of crashes involving pedestrians requires a plan that helps

communities focus on countermeasures that have the greatest crash reduction factors.”

- “Encourage Walking: Walking saves energy, is good for the environment and promotes public health. To encourage more walking requires a plan that helps communities develop strategies for investing in pedestrian facilities and programs.”
- “Creating a Great Community: The public is demanding safe, walkable communities. We live in a mobile society where businesses are choosing to locate in the best places to live. Creating a great walking environment is central to economic development and quality of life.”

Publication: How to Develop a Pedestrian Action Safety Plan, FHWA-SA-05-12

While Tulsa’s plan is completed, they are currently striving to develop strategies to reduce pedestrian collisions, create projects, and acquire funding to execute projects. They are looking within their own internal resources and are corresponding with INCOG, ODOT, OHSO, and FHWA to apply for federal grants that are applicable and in line with their plan. This process will continue until the Plan is fully implemented. The Plan will be updated as necessary.

Pedestrian Hybrid Beacons (Engineering, Enforcement)

Pedestrian Hybrid Beacons (PHBs) are still relatively new to Oklahoma with only two on the state highway system and only one on a local road. By the end of 2014, the state highway system will have two more. There is much work to do regarding PHBs:

- Develop a warrant and/or departure system
- Develop state laws within our Title 47, Chapter 11, “Rules of the Road”
- Develop design standards for construction and uniformity
- Develop an inventory, Safety Performance Functions (SPFs), and Crash Modification Factors (CMFs)

With crash reduction factors of 15% to 29% from other studies (www.cmfclearinghouse.org), this could be a viable option for Oklahoma. ODOT and local authorities will continue to investigate and develop.

Continuation of the 2007 SHSP Strategy: Policy on Access Control for Oklahoma Highways (Engineering)

In the 2007 SHSP, we had a strategy titled: “Develop an access management policy and apply Access Management Principles and Design Guidelines”. It went on to read that “ODOT would develop an access management policy, increase awareness of access management principles, and encourage use of design guidelines”

ODOT would be the Lead Agency with participating partners, some of which are below: Federal Highway Administration (FHWA), local municipality planners, local traffic

engineers and safety officers, Association of County Commissioners of Oklahoma (ACCO), Councils of Governments (COGs), and Legislative Champions.

The expected outcome listed in the previous document was “Reduction in injury and fatality accidents where access management issues are addressed”. Congestion and capacity issues do contribute to crashes. Addressing these issues can reduce the frequency of crashes at a location and provide for future growth and wise allocation of resources into the future.

During the interim between the Strategic Highway Safety Plans, a draft document meant to replace our 1996 Policy on Driveway Regulations for Oklahoma Highways has been developed. Still in draft form and with current title of A Policy on Access Control for Oklahoma Highways, our goal is to continue forward with final revisions and to implement the new document. In addition to this goal, these additional ones to be discussed and started:

- develop an overall access management policy to guide roadway design practices
- develop a plan for increasing awareness on the topic of access management and determine key contact persons or local agencies for initiating the plan
- identify key areas where the lack of access management is contributing to injury and fatality crashes
- partner with local authorities to discuss the issue and how to address the key areas mentioned above
- propose legislation that gives the freedom for access management principles to be practiced by designers and city planners in plans and roadway designs and is noticeably beneficial to the public and equitable to all affected parties

Explore and Promote New Technologies (Engineering, Education)

Every Day Counts (EDC) is designed to focus on a finite set of initiatives. Teams from the Federal Highway Administration work with state, local, and industry partners to deploy the initiatives and will develop performance measures to gauge their success.

In addition to FHWA’s EDC, ODOT’s Traffic Engineering Division is consistently looking for innovative ways to enhance safety. Some of the items explored (partially under the EDC) are:

- Placing a safety edge on the edge of an asphalt lift to mitigate edge drop off collisions.
- Testing temporary transverse rumble strips during maintenance and construction projects as advance warning devices.
- 3D cross walks as part of a pilot and under FHWA interim approval process.
- Using retroreflective backplates: A small systemic scale (top 200 traffic signal collision locations) soon to let to contract. Also reviewing different types of sheeting technology.
- Placing a few Pedestrian Hybrid Beacons (PHBs) across the state.

- Piloting High Friction Surface Course Treatments
- Investigating and piloting Center Line Rumble Strips
- Placing smart advance low clearance signs.
- Piloting Oklahoma's first J-turn and potentially placing more.

III. Lane Departure Crashes

ODOT/FHWA Systemic Lane Departure Program (Engineering)

Oklahoma has been identified as a focus state for three areas: Intersections, Roadway Departures, and Pedestrians. ODOT, has accepted assistance from the Federal Highway Administration (FHWA), and has developed implementation plans for each of the three areas. The implementation plans discuss and propose several safety countermeasures. ODOT has incorporated several of the safety countermeasures as strategies for the 2013-2014 Oklahoma Strategic Highway Safety Plan.

Oklahoma's 2007 SHSP has an overall goal to reduce the number of fatalities in Oklahoma by at least 20 percent between 2004 data and 2015. One of the emphasis areas identified in the 2007 SHSP (and continued in the 2013-2014 SHSP) is to reduce lane departure crashes. This joint effort implementation plan provides detail regarding countermeasures, actions, deployment characteristics, costs, impacts, and key steps that need to be taken to improve roadway safety.

In 2012, Oklahoma experienced 711 highway fatalities, 62 percent of which were the result of roadway departure (RwD) crashes. Safety initiatives currently underway – along with other vehicle safety enhancements gradually being introduced into the vehicle fleet – have resulted in significant safety advances, and reduced fatalities over the past few years. Further analysis indicates that an additional 38 lives may be saved annually over the next several years through the investment of cost-effective, low cost roadway departure countermeasures strategically deployed on the highway system.

The systemic approach to traffic safety introduced in this plan begins with a system-wide analysis of roadway departure crash types. Once investigators identify the most prevalent crash types and contributing circumstances (e.g., horizontal curves, head-on crashes, impaired driver) they match these crashes to applicable, cost-effective, low cost roadway departure countermeasures. Each treatment can be strategically deployed over the portion of the highway system over-represented in that type of crash. The systemic implementation plan designed to reduce roadway departure crashes, injuries, and fatalities for Oklahoma.

In coordination with FHWA and its contractor, the department has a data analysis package which is merged with a set of roadway departure countermeasures to identify a set of low cost countermeasures, deployment levels, and funds needed to achieve a substantial and cost effective annual reduction in roadway departure fatalities. Based upon the data analysis, an interim roadway departure safety goal has been established to save over 38 lives annually by implementing this plan.

This plan is still in the developmental phase while this document is being authored. However, the plan will cover some current ODOT practices as well as suggesting some new ones. Below are some existing programs that the plan will be discussed in order to support the already ongoing effort or perhaps enhance the effort:

- Systemic Horizontal Curve Program
- Systemic/Policy Cable Barrier Program
- Policy Guardrail / Bridge Rail / Transitions Program
- Policy Striping Program
- Policy Shoulder Rumble Strip (SRS) Program
- Policy Safety Edge
- Systemic Shoulder Improvements

Below are some expected suggestions that will be additional to ODOT's current practice and will be discuss a little later in this document:

- Systemic/Policy Centerline Rumble Strip (CLRS) Program
- Pilot High Friction Surface Course (HFSC) Treatment
- Nighttime Lane Departures

ODOT/FHWA Systemic Horizontal Curve Program (Engineering)

At the end of 2013, ODOT started its Systemic Horizontal Curve Program. During the analysis phase, consideration was given to both a collision review and a geometric review. At the time the ability to tie collision location to curve location was rudiment. ODOT could get close, but not exact enough to eliminate large amounts of scoping. It was decided to find locations based on "bad" geometry. The variable are AADT, Degree of Curvature, Rural (>55mph) vs. Urban (<55). This produced curves and then they were separated into three different categories that related exposure to this "bad" geometry. A treatment was developed for each category and applied systemically. The first project will be let in 2014.

Since this time, the ability to tie curves to collision location and been improved a little while resources has allowed more scoping. Some of the curve locations came as a direct result of our joint efforts with the ODOT/FHWA Systemic Lane Departure Program. This second set of locations will also be let in 2014 with the same type of mitigations.

Systemic/Policy - Cable Barrier Program (Engineering)

In the late 1990s to the early 2000s, ODOT started researching and experimenting with the high tension, pre-stretched cable barrier systems. Upon successful implementations on a small scale, in 2006 ODOT started placing these in "hot spot" locations. The success was further evident and a systemic program was launched throughout our qualifying interstate system and other major arterials. In 2014, this safety enhancement has progressed into a policy (or guideline) improvement.

Guidelines and requirements were developed for the intent of obtaining the optimum benefit/cost ratio from median cable barrier installation. The variables used within the

guidelines are: access control, AADT, median width, collision history, speed limits, access density, geometrics, logical termini, and projected B/C ratio.

ODOT will continue placing cable barrier per the new guidelines to reduce our median cross over collisions.

Policy - Guardrail / Bridge Rail / Transitions Program (Engineering)

This safety mitigation has been ongoing in several different forms over the years, but has primarily bounced between systemic and policy. At current date, a new policy is being drafted to address these locations from more of a data-driven philosophy, while also trying to consider upgrades and maintenance. This program will continue in some form as another effort to reduce injuries and fatalities.

Policy - Striping Program (Engineering)

Pavement markings provide important traffic control information to the motorist and have a direct effect on traffic operations, so coordination with all eight (8) Field Divisions is critical. The responsibility for the preparation of pavement marking plans on state highways rests with the Oklahoma Department of Transportation's (ODOT) Traffic Engineering Division. Pavement marking designs must be consistent with the MUTCD and ODOT's Standards, Specifications, and Striping Policy to provide the motorist with consistent and appropriate guidance.

Every year Traffic Engineering allocates Traffic Safety funds to restripe existing facilities within all eight (8) Field Divisions. ODOT's Striping program utilizes a Statewide Striping Contract through the Department of Central Services (DCS). This contract is for one year, but may be extended for up to three (3) additional years with an agreement between both Traffic Engineering Division and the Contractor that was awarded the contract. The following is the procedure for Traffic Engineering Division's Striping Program.

The following ODOT Statewide striping policy for all highway projects requiring permanent striping has been effective since June 1, 2012.

STATEWIDE STRIPING POLICY TABLE

	Multi-Polymer	Thermoplastic
Fully Controlled Access Facilities (4 Lanes or more)		
Concrete Surfaces	6" White Lane Line Following By 6" Black Lane Line 6" Yellow and 6" White Edge Lines 8" White Gore Marking	
Ashpalt Surfaces		6" White Lane Line 6" Yellow and 6" White Edge Lines 8" White Gore Marking
Partial Controlled Access Facilities (2 Lanes or more)		
Concrete Surfaces	6" White Lane Lines 6" Yellow and 6" White Edge Lines	
Ashpalt Surfaces *		6" White Lane Lines 6" Yellow and 6" White Edge Lines
2 Lane Highways		
Concrete Surfaces	6" Yellow Center Lines 6" White Edge Lines	
Ashpalt Surfaces *		6" Yellow Center Lines 6" White Edge Lines

* For ADT's of 5000 or greater, standard thickness (120 mils), hot-applied thermoplastic shall be used; for ADT's less than 5000, thin-line (70 mils) thermoplastic stripe shall be used.

Systemic/Policy - Shoulder Rumble Strip Program (Engineering)

2007 SHSP:

In 2007, ODOT (along with several other agencies) finished the first SHSP. However, back in 1995, ODOT had considered and even developed our first shoulder rumble strip policy. This policy has been modified, or appended, another seven times in some form or fashion. But it was during 2007 to current date, the installation of Shoulder Rumble Strips (SRS) became very aggressive. This is largely in part to ODOT's commitment in the first SHSP. ODOT's commitment is still the same and to echo, verbatim, those initial commitments and thoughts:

- *Lead Agency: Oklahoma Department of Transportation*
- *Emphasis Area: Lane Departure Crashes*
 - *Objective: Keep Vehicles in Proper Lane*
 - *Develop and deploy guidance for enhanced pavement markings for state, county, and local roads.*
 - *Develop and deploy guidance and implement program for centerline and shoulder rumble strips and rumble stripEs (capital E is correct).*
 - *Deploy enhanced highway signing and delineation.*
 - *(Oklahoma's 2007 SHSP)*

According to the FHWA, 60 percent of all fatal crashes are Run Off the Road (ROR). There is one ROR fatality crash nationally every 23 minutes, and one ROR injury nationally every 43 seconds. Estimated annual cost of ROR crashes is \$100 billion. Rumble strips are a

*technology used to target errant vehicles by using sound and sensation as an alarm. They are the **most cost effective technology** for reducing deaths and injuries resulting from ROR crashes. This strategy can be particularly effective as a countermeasure to address fatigued and distracted driving. While there is less data on distracted driving, these crashes also appear more likely to be single vehicle lane departures. Therefore, strategies to reduce departures may be effective. Strategies include rumble strip and shoulder treatments, and other improvements to reduce crashes resulting from fatigued and/or distracted driving. (Oklahoma's 2007 SHSP).*

According to FHWA, rumble strips can reduce ROR crashes by 20 to 50%. Calculated B/C ratios are 60:1 for Nevada, and 50:1 for Maine. Because rumble strips alone has the potential of reducing the number of deaths and serious injury accidents in Oklahoma more than any other technology, a Champion should be appointed to insure proactive policies and practices are implemented. Obviously the biggest impact can and should be made through routine heavy maintenance (Oklahoma's 2007 SHSP).

Since 2007:

Over the years we have modified our construction standards, policies, and installation practices. ODOT has:

- placed on concrete and asphalt
- rolled-in and ground-in the strips
- implemented as hot spot, then systemic, then to some degree policy improvements
- constructed stand-alone projects as well incorporated on other projects
- varied the widths and placements

What was learned:

ODOT has learned a great deal, and today, the overall program is better. There is still some refinement needed in the program to keep it successful. ODOT has learned that:

- ground-in is better than rolled-in
- at what speeds we need the SRS
- no one best location, laterally
- bicyclist are genuinely concerned about the SRS
- best practices for types of highways, gaps, and applications
- several updated policies is not the best approach in lieu of an all-encompassing policy

Continuation and moving forward:

The policies that range from 1995 to current date need to be collected, revisited, and encompassed into once clear policy for all facets of ODOT to use as their guideline. In addition, the hot spot and systemic treatments seem to be coming to an end and ODOT needs enter the policy improvement realm with the aforesaid complete policy. There have been some new types of rumble strips that have been invented and applied, for example the “mumble strip”, and those new technologies need to be explored.

Systemic/Policy - Centerline Rumble Strip Program (Engineering)

Currently, OK does not use Centerline Rumble Strips (CLRS). However, ODOT has investigated this possibility through a committee that examined reported maintenance issues nationwide and at three pilot projects in Oklahoma. The CLRS Committee found no maintenance objections to the installation of CLRS in pavements that are in good condition.

It is ODOT's intention to research design options, implementation policy, and construction standards for CLRS.

Policy - Safety Edge (Engineering)

In 2012, as part of the first group of innovations or Every Day Counts (EDC-1), safety edge was introduced as the most effective way and low cost safety countermeasure to combat errant drivers who tried to regain control of their vehicles after they veered off the pavement. The asphalt safety edge is a 30 degree (± 5 degrees) beveled pavement edge to help lessen the severity of roadway departures. When a driver drifts off the paved surface, the safety edge provides greater ease for re-entering the roadway, and reduces the risk of over steering and loss of control of the vehicle.

In 2013, ODOT's Special Provision 411-14(a-b)09 "Asphalt Safety Edge" requires safety edges on all asphaltic concrete highway construction either permanent or temporary where the roadway is an open section (no curb), or the increase in pavement thickness is 2" or greater, or paved shoulder width is less than 4 feet. ODOT is continuing to promote and educate the importance of the Safety Edge.

Traditional (Hot Spot) – Shoulder Improvements (Engineering)

Shoulders provide a width of durable, highly recoverable clear zone for vehicles that depart the travel lanes as well as a refuge area for stranded vehicles, bicyclists, etc. and a potential access route for emergency vehicles.

Adding or widening of shoulders is at the discretion of Field engineers, taking into account terrain, available right of way, relation to other reconstruction projects, and other practical considerations as well as predicted run-off-road crashes (available in the annual collision digest).

Because of the cost, shouldering is typically done as part of ODOT's Eight Year Plan which funds capital improvement projects.

Pilot - High Friction Surface Course (HFSC) Treatment (Engineering)

Improving roadway safety conditions during inclement weather, steep grades, and severe horizontal curves have always been a challenge for engineers. High Friction Surface Course (HFSC) Treatment is a solution to address those issues. HFSC treatments are pavement surfacing systems with exceptional skid-resistant properties not typically provided by conventional materials. These spot applications have a thin layer of durable, high friction

aggregates on top of specially engineered resin or polymer binder. The treatment affords long-lasting traction, while making the overlay much more resistant to wear and polishing.

The high-performance properties of the binder locks the aggregates firmly in place; thus creating an exceptionally durable surface capable of withstanding extreme roadway friction demands. In this way, spot application of HFSC treatment restores pavement friction in specific locations where traffic might have polished the existing pavement surface. HFST can also mitigate vehicle speeds that exceed existing geometric designs for sharp curves and super-elevations.

HFSC treatments are part of the "Every Day Counts" (EDC) initiative promoted by the Federal Highway Administration (FHWA). HFSC treatments are a traffic safety mitigation placed at very specific locations to help drivers who have entered a curve with too much speed. "Too much speed" is different for each scenario and the variables are: weather conditions, familiarity with the roadway, vehicle type and condition, tire type and condition, friction between tires and roadway surface, and driver experience. ODOT partnered with FHWA to try this new product in Oklahoma under the purview of a pilot program. Only a few curve locations were selected using number of collisions, types of collisions, pavement conditions, and product compatibility. These locations will be monitored and evaluated over the next few years to determine the products potential.

Nighttime Visibility Improvements (Engineering)

Programs targeting nighttime visibility (primarily for older drivers) include highway lighting, intersection lighting, improved curve delineation, enhanced intersection signing and marking, retroreflective signal backplates, monitoring of retroreflectivity of existing signs, and wider (6") edge lines.

IV. Combinations of Crash Types

Hot Spot Treatments (Engineering)

Locations identified by network screening methods as having exceptional safety problems continue to be evaluated on an individual basis, with various mitigations implemented as appropriate.

High Risk Rural Roads Program (HRRRP) (Engineering)

In 2013 Oklahoma was identified under the Special Rule of MAPS 21 as a focus state for High Risk Rural Roads Program (HRRRP). A specialized Safety Performance Function was used to help identify suitable rural collectors for mitigation. Efforts to mitigate high risk rural roads are expected to continue even if the Special Rule is discontinued.

In 2012, ODOT was required to submit a definition of HRRRP. Below is ODOT's definition:

- ODOT highways only (no turnpikes, not able to evaluate local roads at this time)

- Rural undivided 2-lanes
- Classified as collector (at this time there appear to be only major collectors on the ODOT system)
- Only fatal and incapacitating injury crashes considered (Severity 4-5 or K-A collisions)
- Nominal 5 mile segments to be assessed using a Safety Performance Function developed specifically for K-A collisions on Oklahoma 2 lane rural highways, excluding intersection related and interchange related crashes
 - As of 2014 this Safety Performance Function is:

$$\mu = (\text{ADT}^{0.777} + 288000000/\text{ADT}^{3.133}) * \text{length in miles} * \text{duration in years} / 5900$$

$$1/\phi = 40.9 * 0.847^{\text{length in miles}} / \text{AADT}^{0.512}$$

Segments are ranked by the cumulative probability of the ratio $x = (1 + N*(1/\phi)) / (1 + \mu*(1/\phi))$, which is assumed to be gamma distributed with mean = μ and variance = $1/\phi$ (N =actual reported crash count). This value can be returned by the Excel function =GAMMADIST(x , ϕ , $1/\phi$, true). It may be understood in general as the probability that the long term crash risk of the site is above normal.

For the HRRRP report, only sites with cumulative probability of 90% or higher are to be listed.

Continuation of the 5% Report and the Collision Digest (Engineering, Enforcement)

For several years, ODOT has produced several annual reports:

- 5% Report for FHWA
- HSIP report
- Collision Data Digest (formerly “Collision Data” report)

The 5% Report and Collision Data Digest are now fully integrated; each contains some reports that the other does not but there are no longer any conflicts between them. They are used for network screening and to prioritize locations for certain systemic improvements. These reports have been progressively refined each year by using more advanced methods, i.e. Safety Performance Functions; this process will continue in the future.

Starting in January 2015, these advanced analytical capabilities will begin to be integrated with the existing crash database interface, making these capabilities available to all users including law enforcement. This work is planned to be complete by the end of 2016.

Integration of the tracking of safety project funding with the relevant portions of the HSIP report is under consideration.

Continuation of the Development of Oklahoma Specific Safety Performance Functions (SPFs) (Engineering)

ODOT has developed software to facilitate the generation of specialized, Oklahoma-based SPFs for various purposes including network screening, project safety evaluation, policy development, and resource allocation for systemic safety mitigations. As more before-after data is collected, ODOT expects to also use SPFs to estimate Oklahoma-specific values for

Crash Modification Factors. Current ability to deploy SPFs is limited by lack of data for some roads and inadequate integration of roadway databases with collision databases.

ITS Infrastructure (Engineering, Education)

One of the Oklahoma Intelligent Transportation System (ITS) strategic goals is to improve Safety and Mobility. Its purpose is to manage traffic during times of congestion, roadway incidents, construction activity, weather events, and emergencies to reduce the number and severity of crashes, optimize the travel time on the surface transportation network, and reduce delay to travelers.

To meet the goals of the Oklahoma Statewide ITS System, ITS infrastructure (i.e., cameras, dynamic message signs, detectors, weather sensors, and telecommunications as well as the structural support hardware and cabinets) will be deployed throughout the state. The infrastructure will gather data, process the data to create useful information, and disseminate the information to operators, responders, managers, and users of the system. The ITS Vision revolves around the seven key ITS themes: incident management, work zone traffic management, weather monitoring, commercial vehicle operations, critical infrastructure monitoring, traveler information, and transit operations.

Dynamic Message Signs:

- OKC metro: 17 signs. Displays incidents, Silver/Amber alerts, and other public safety-related information including drunk driving, motorcycle safety, seat belts, winter/severe weather, etc. It also displays real-time travel times during the morning (6-9 AM) and afternoon (3-6 PM) peak travel periods.
- Tulsa metro: 17 signs. Displays incidents, Silver/Amber alerts, and other public safety-related information including drunk driving, motorcycle safety, seat belts, winter weather/severe weather, etc. ODOT is currently working to implement real-time travel time displays during the morning (6-9 AM) and afternoon (3-6 PM) peak travel periods.

Fixed web cameras:

- OKC metro: 120 cameras.
- Tulsa metro: 38 cameras.
- Lawton metro: 18 cameras.

CCTV cameras:

- OKC metro: 41 cameras.
- Tulsa metro: 10 cameras.
- Lawton metro: 6 cameras.

Traffic Management Center:

- ODOT currently runs a decentralized “ITS Console” system, that manages the assets identified above. ODOT currently has a TMC established in its central office.

OU (University of Oklahoma) ITS Lab:

- The lab in Norman provides ITS systems engineering and integration services.

V. Multi Agencies Cooperation

Safety Corridors (Education, Enforcement)

Oklahoma currently has three Safety Corridors for zero-tolerance enforcement, which are signed by ODOT and enforced by OHP and local law enforcement. Continuation of this program will depend on future evaluation of these existing Safety Corridors.

Motorcycle Safety Training (Education)

Ongoing motorcycle rider education, including the Saferiders program, is a cooperative effort between OHSO, OHP, and ODOT.

Traffic Records (Engineering, Education, Enforcement)

Multiple agencies work together to maintain and improve traffic records and crash data access. ODOT assists other agencies with obtaining and analyzing traffic safety data.

Driver Education (Education)

ODOT furnishes educational materials and speakers for events organized by OHSO or by law enforcement, for example the semi-annual Older Driver Education Day presented by the Oklahoma Sheriffs’ Association.

ITS Support for Public Awareness (Education)

Changeable Message Signs are used for safety awareness campaigns and to help with Traffic Incident Management.

2014

PERFORMANCE PLAN & HIGHWAY SAFETY PLAN



OKLAHOMA HIGHWAY SAFETY OFFICE

The Honorable Mary Fallin, Governor of Oklahoma

**Michael C. Thompson
Governor's Representative for Highway Safety**

3223 N. Lincoln Blvd.
Oklahoma City, OK 73105
PH: 405-523-1570
FAX: 405-523-1586

www.ohso.ok.gov

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
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	12
Crash Rates.....	13
ESTABLISHING GOALS AND PERFORMANCE MEASURES	13
PLANNING PARTICIPANTS AND PARTNERS.....	14
PROJECT SELECTION, DEVELOPMENT AND MONITORING	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	37
Motorcycle Safety Problem Identification	37
Motorcycle Safety Objective.....	37
Motorcycle Safety Strategies	37
Motorcycle Safety Programs.....	38
OCCUPANT PROTECTION	42
Occupant Protection Problem Identification.....	42
Occupant Protection Objectives	42
Occupant Protection Strategies	42
Occupant Protection Improvement Projects	44
POLICE TRAFFIC SERVICES.....	48
Police Traffic Services Problem Identification	48
Police Traffic Services Objective	48
Police Traffic Services Strategies.....	48
Police Traffic Services Projects.....	49
TRAFFIC RECORDS.....	54
Traffic Records Problem Identification	54
Traffic Records Objectives	54
Traffic Records Strategies	54
Traffic Records Projects	55
RAILROAD SAFETY	59
Railroad Safety Problem Identification	59
Railroad Safety Objectives	59
Railroad Safety Strategies	59
Railroad Safety Projects	59
DRIVER EDUCATION	60
Driver Education Problem Identification	60
Driver Education Objectives.....	60
Driver Education Strategies	60

Driver Education Projects.....	60
PAID MEDIA.....	62
SPORTS MARKETING	63
Other Marketing Efforts.....	63
EQUIPMENT REQUEST	65
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

This page intentionally left blank

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 third full year of implementation by East Central University in FY2014. 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

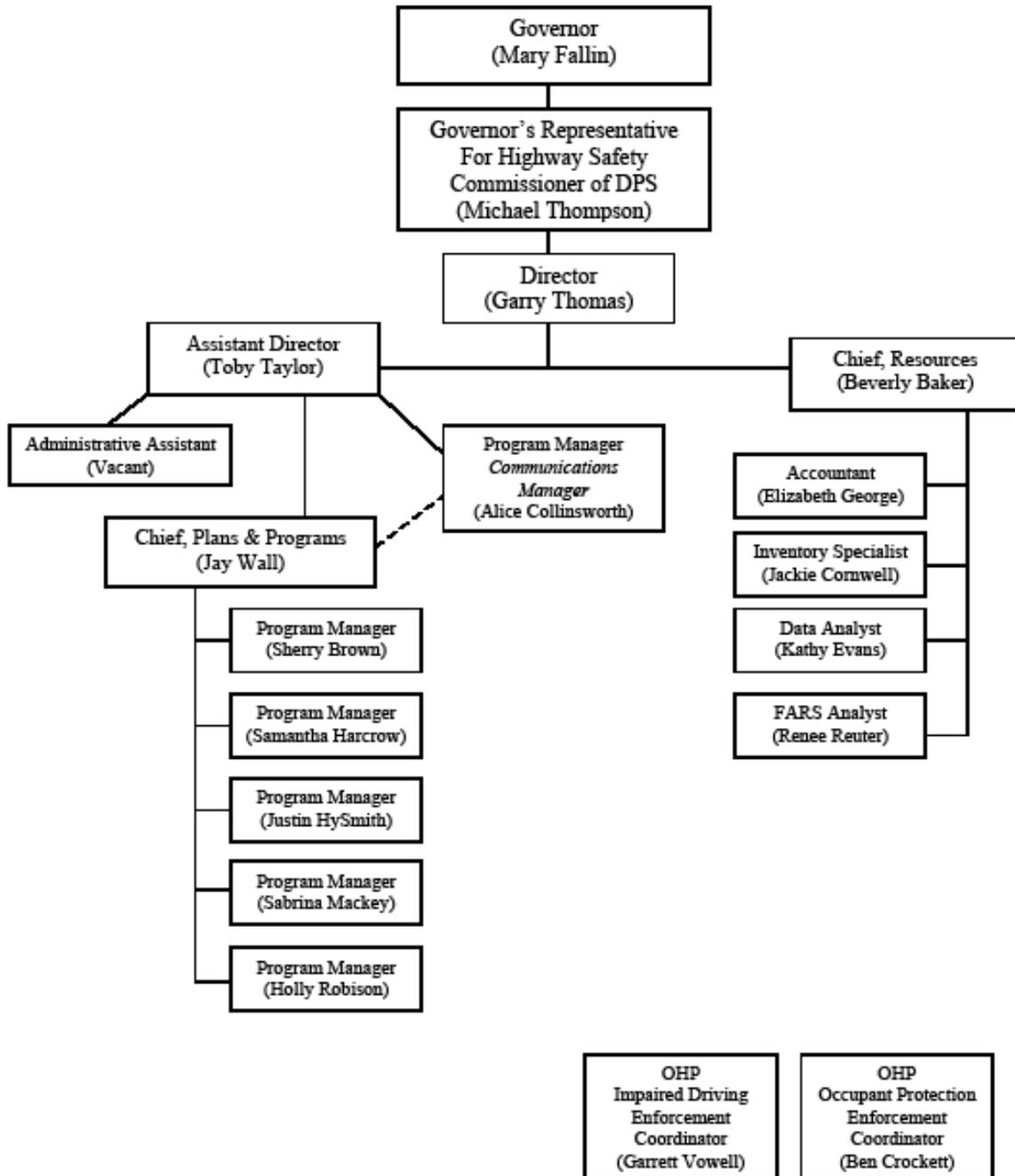
Teamwork

People

MISSION

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

OKLAHOMA HIGHWAY SAFETY OFFICE



Effective August 8, 2013

*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.

On an annual basis, the OHSO Data Analyst prepares a *Crash Facts* publication (http://ok.gov/hso/crash_data_and_statistics) and a Problem Identification based on at least five years of state crash data and an estimation based on preliminary data of the immediate past year's crash data in order to determine the nature of our traffic safety challenges. **The Crash Facts Book provides an in-depth analysis of crash numbers, rates and locations, broken down by a variety of specific causal factors for each county in Oklahoma to pinpoint those areas of highest risk.** Following analysis of the data, the Data Analyst provides a ranking of cities and counties where the data indicate the problems occur. This allows OHSO to 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, 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 OHSO will contract with the University of Oklahoma *Conference Pros* to facilitate various conferences, meetings, training, planning and education events throughout the year.

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

Significant Collaborations

Collaboration is at the heart of OHSO's mission. The leadership in Oklahoma's highway safety community recognizes that, standing alone, OHSO's significant efforts will have little impact on improving the safety of Oklahoma's roadways. As such, OHSO makes collaboration with partner agencies a top priority. 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. The trend lines in the Performance Plan are not exact, but have upper and lower bounds (reflected as "confidence bands" on the graphs). It is our belief that even though the trend line displayed may show a decrease, the confidence bands allow for subjective evaluation, based on experience, past history, and expected increases, in establishing target goals. After discussing the use of anticipated increases in certain categories with UCO, they agreed that use of such increases would lie within the parameters of their analysis and thus recommended that we use the upper limits of the confidence bands in setting our goals. Preliminary goals are distributed to our partner agencies for review and input. OHSO considers numerous sources of guidance during this process, including but not limited to:

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

The specific performance goals and target dates were set based on past trends and the staff's experience. Data from the last three to five years are used in setting goals. **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 Strategic Highway Safety Plan was first developed in 2007 and is currently under review for 2014. Participants in the planning process have included ODOT (as the lead agency), the Oklahoma Highway Safety Office (OHSO), FHWA, motor carrier safety agencies, the Department of Public Safety and the Oklahoma Highway Patrol, the State Department of Health, the Oklahoma Municipal League, metropolitan planning organizations (MPOs) and regional councils, local law enforcement, educational entities such as the Oklahoma Department of Education and University of Oklahoma, the Indian Health Service, the Oklahoma Turnpike Authority, county engineers and officials, and numerous advocacy groups. In addition to participating in meetings regarding the SHSP, 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 and provides input into revisions and updates to the HSP and SHSP.

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, DEVELOPMENT AND MONITORING

OHSO uses problem identification analyses and the CRASH FACTS book to evaluate what traffic safety priority areas need emphasis. Numerous applicants for traffic safety grants do, and must, use statistical problem identification to support their applications. The concerns of highway safety partners are heard

and discussed at conferences, workshops and meetings. During special emphasis periods, surveys may be sent to appropriate agencies to ascertain priorities for the coming year.

The OHSO may approach potential applicants about partnering in a project, or may receive unsolicited project applications. **Applications undergo a thorough evaluation process. The process is defined in an OHSO Policy and Procedures Instruction, and includes both subjective and objective criteria. After multiple rounds of evaluation, applications are scored, and then ranked. Projects addressing areas of the state previously identified as high risk areas through the statistical analysis process are given preferential consideration in the scoring of the project applications submitted. Applications are the selected for funding according to their ranking. Special consideration is given to those projects that qualify under local benefit as well as projects specifically identified in meeting special funding considerations (i.e., Section 405 and Section 164 funds). Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evaluation budget, and past performance. Additionally, the application is reviewed to determine if the project is innovative, if there is “local match”, if there is community involvement, etc.**

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.

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

PERFORMANCE PLAN FY 2014

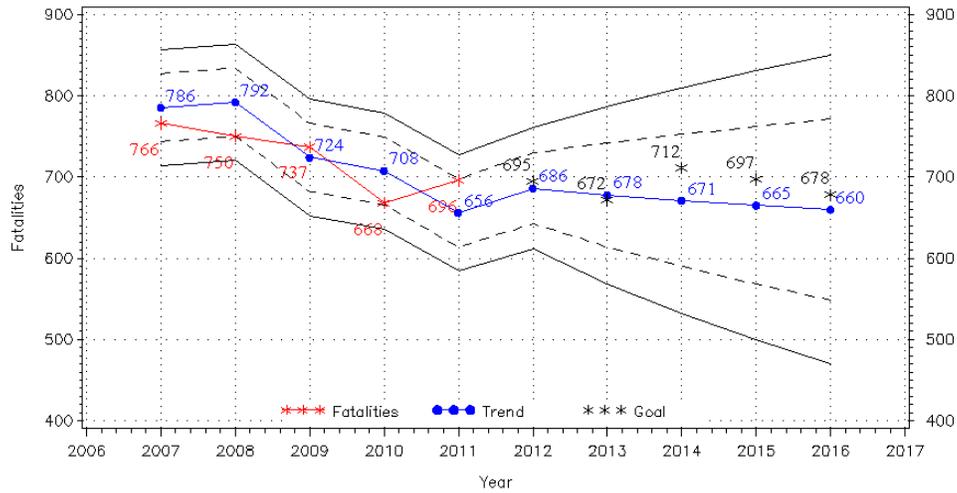
Tracy L. Morris, Ph.D.
Associate Professor

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

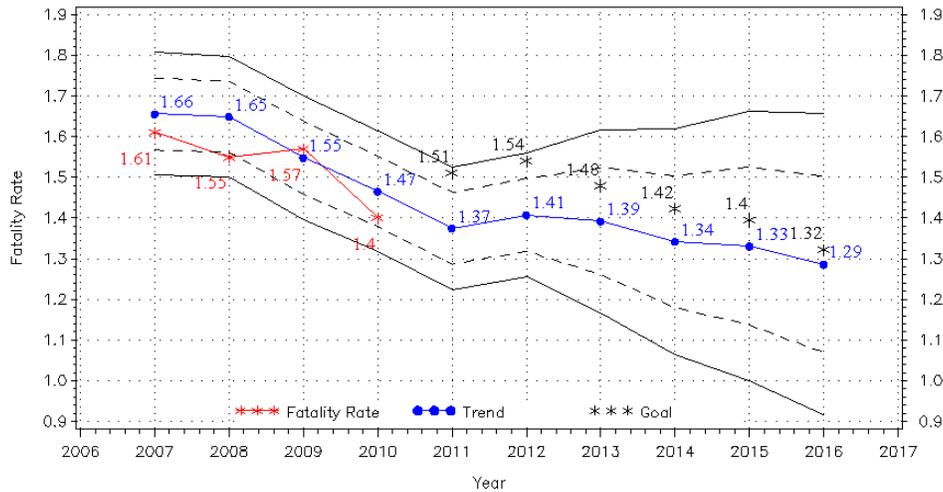
On the graphs for the number of fatalities and fatality rate you'll see two sets of confidence bands. The dashed lines are 50% confidence bands and the solid lines are 75% confidence bands. So we are 50% and 75% confident, respectively, that future values will be within the corresponding bands. For the 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



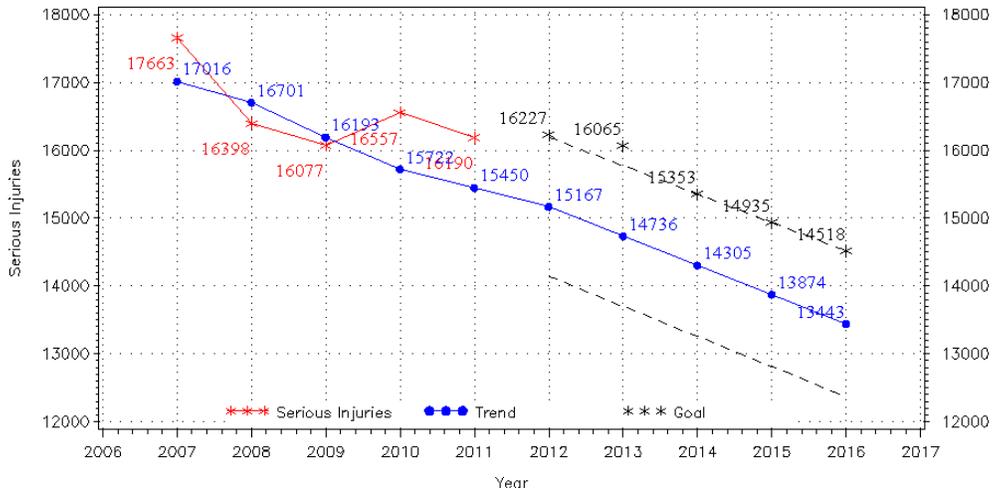
Since 2007, traffic fatalities in Oklahoma have decreased 9%. The overall trend indicates a continued decrease through 2016, but at a slower pace.

Fatalities per 100 Million VMT



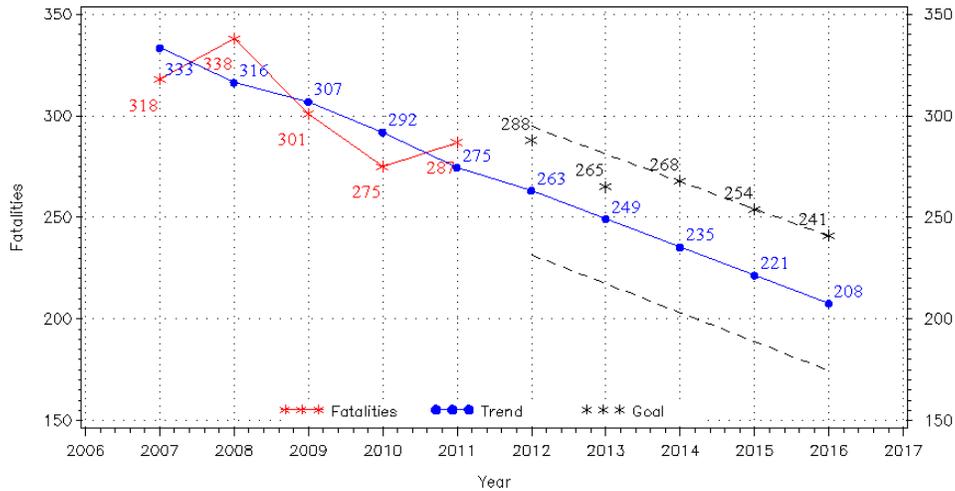
Oklahoma's fatality rate per 100 million VMT has declined 13% since 2007. The trend suggests continued decreases for 2012 and beyond.

Serious Injuries



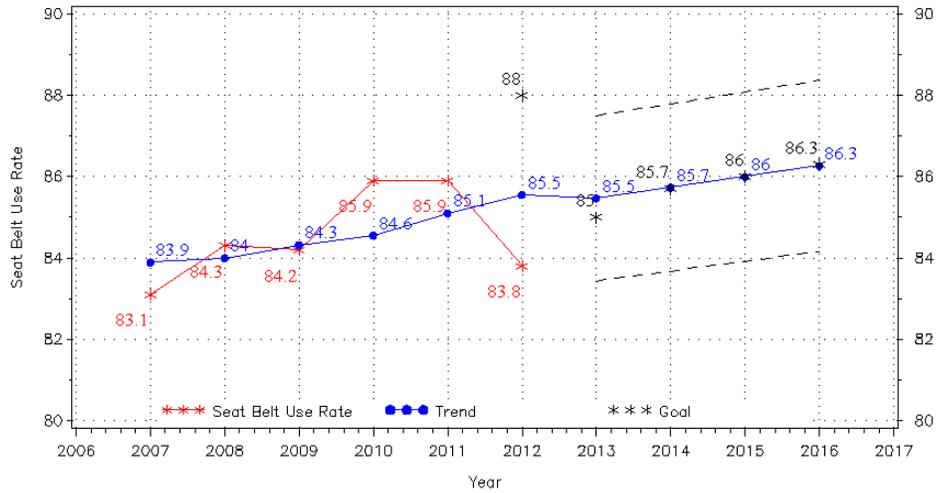
The number of serious injuries has dropped approximately 8% since 2007. The trend suggests a continued decrease of approximately 3% per year through 2016.

Unrestrained Occupant Fatalities



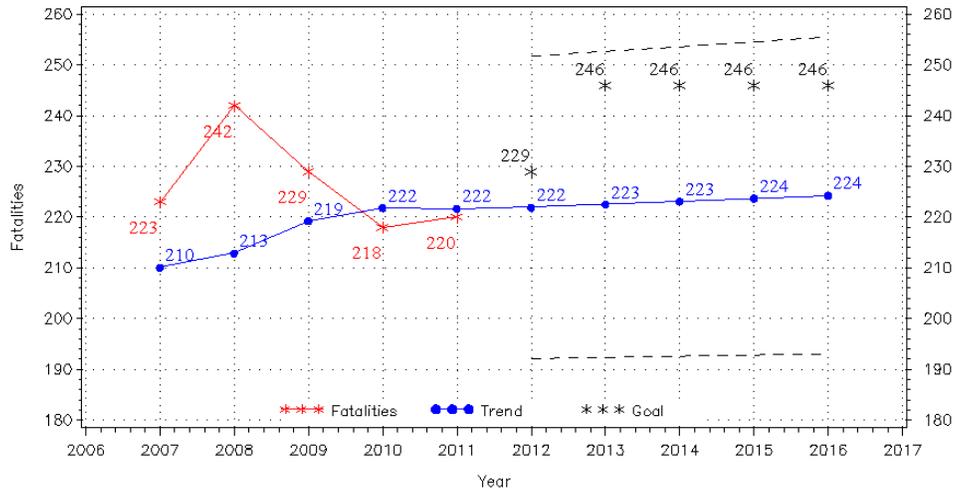
The number of unrestrained fatalities has decreased from 2007 to 2011. This drop from 318 to 287 is an almost 10% reduction. The trend suggests that the number of unrestrained fatalities will continue to decrease through 2016.

Seat Belt Use Rate



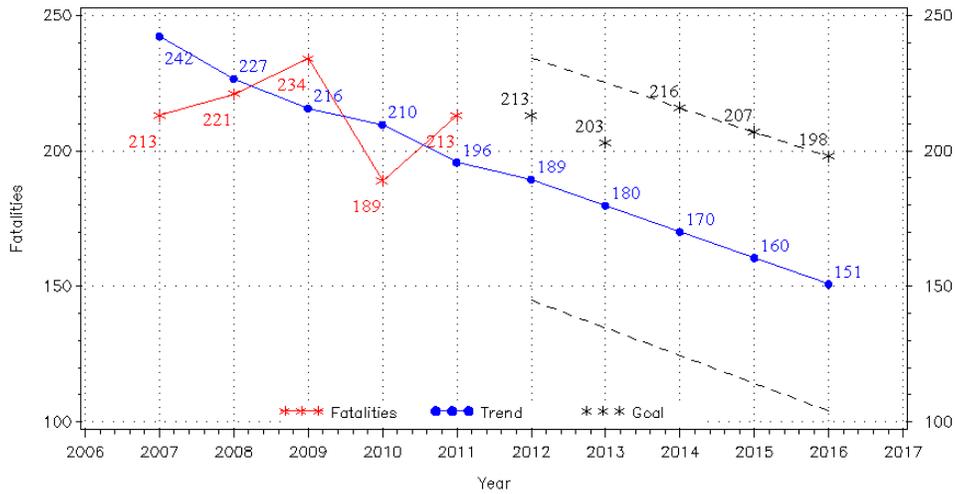
Seat belt use rates in Oklahoma declined in 2012 with the introduction of the new seat belt use survey, but the overall trend is still increasing for 2013 and beyond.

Fatalities Involving Drivers or Motorcycle Operators with 0.08+ BAC



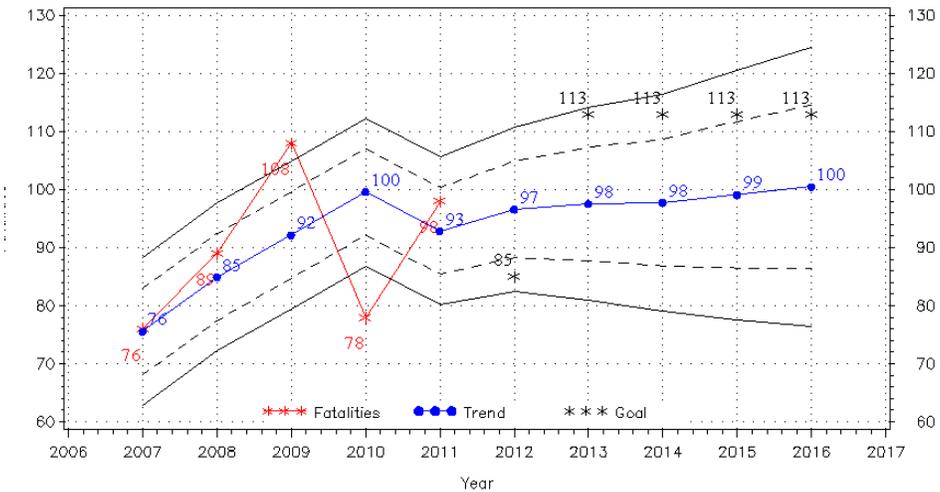
Fatalities in alcohol-impaired traffic crashes increased slightly from 2010 to 2011, but this number is still down 9% from the spike in 2008. The overall trend indicates a very gradual increase through 2016.

Speeding Related Fatalities



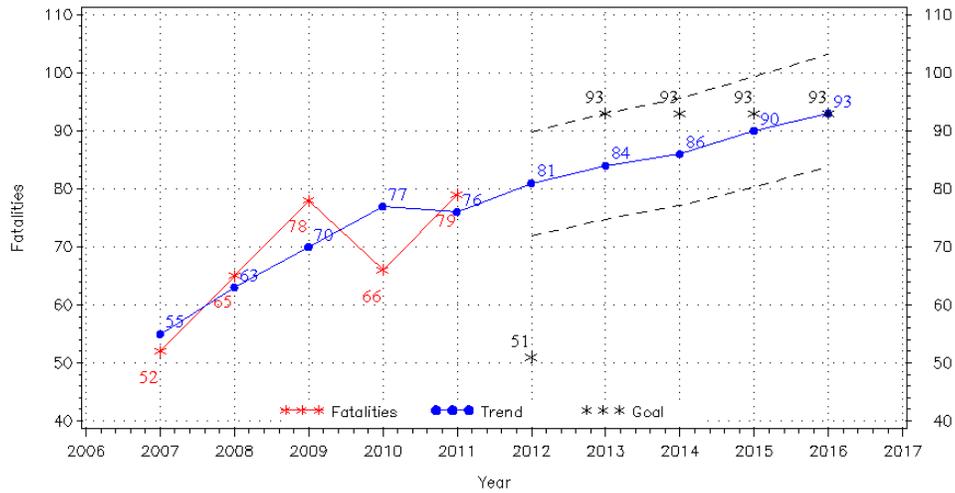
Fatalities in speed-related crashes increased in 2011 back to the level observed in 2007. The trend, however, suggests that fatalities in speed related crashes will decline through 2016.

Motorcyclist Fatalities



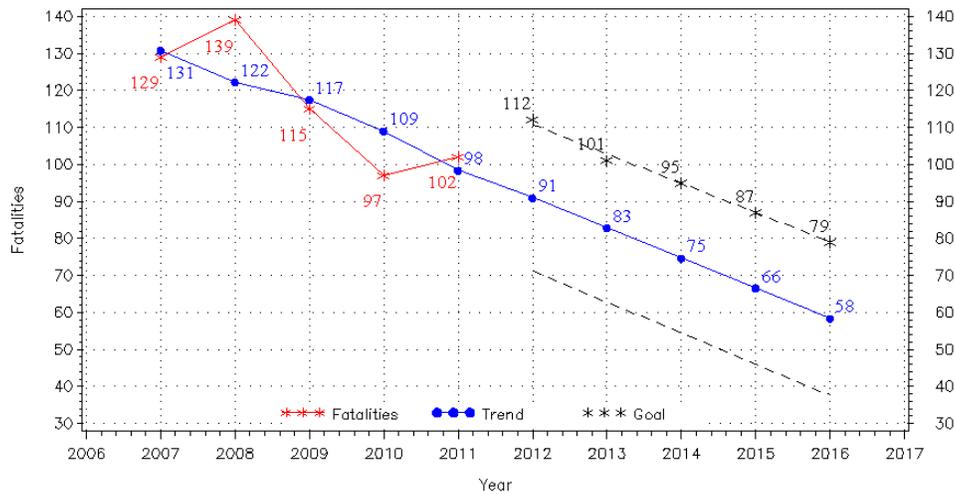
As predicted last year, the number of motorcyclist fatalities in 2011 increased from the unusual low in 2010. The overall trend suggests that the number of motorcyclist fatalities will remain fairly stable through 2016.

Unhelmeted Motorcyclist Fatalities



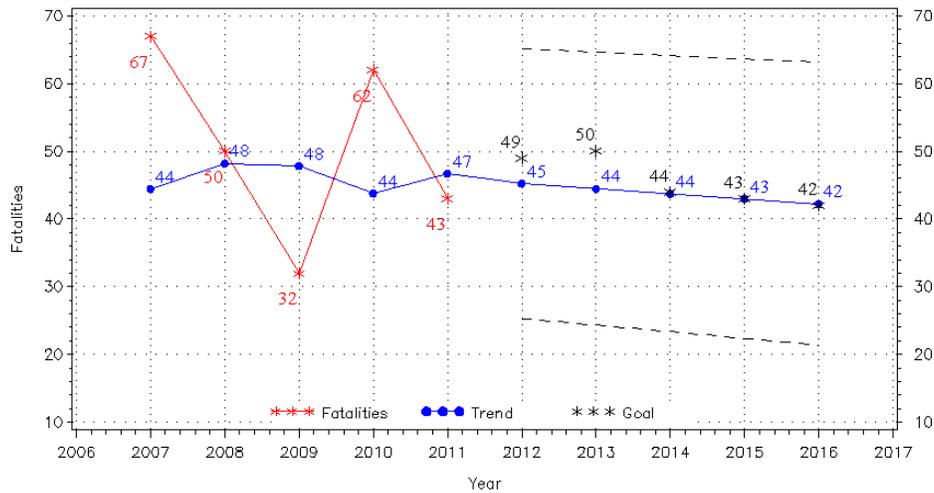
The number of unhelmeted motorcyclist fatalities increased again in 2011. The trend suggests that this number will continue to increase through 2016.

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	Intermedi ate Goal	New Intermedi ate 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%	
Assistant Director – Toby Taylor		25%							75%

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 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, 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:	M2HVE-14-03-06-08 M5HVE-14-03-03-08 164AL-14-03-11-08	
Project Title:	OHP Statewide Impaired Driving Enforcement	
Agency:	Oklahoma Highway Patrol	
Budget:	\$218,247.00	Source: 405(b)
	\$789,984.00	405(d)
	\$142,000.00	164

Description: Using Section 405(d) and Section 164 funds, the Oklahoma Highway Patrol will use experienced Troopers to implement a special statewide overtime traffic enforcement project, focusing on impaired driving violations. Troopers will be assigned to work overtime shifts to enforce alcohol-related traffic laws at high-risk locations in all 77 counties. In addition to 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-14-07-01-00	
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:	164AL-14-06-02-00	
Project Title:	PBTs	
Agency:	Oklahoma Highway Patrol	
Budget:	\$100,000.00	Source: 164 Transfer

Description: As a component of the statewide plan to reduce impaired driving, the OHP will develop regional alcohol impaired driving enforcement teams. These teams will include not only OHP, but law enforcement officers from other partner agencies. These funds will be used to purchase PBTs for use by those regional teams in combating alcohol impaired driving in their regions.

Project Number:	164AL-14-03-04-07 M2HVE-14-03-05-07	
Project Title:	Oklahoma County Impaired Driving Enforcement	
Agency:	Oklahoma County Sheriff's Office	
Budget:	\$145,500.00 \$75,000.00	Source: 164 Transfer 405(b)

Description: There are two major components to this law enforcement project – impaired driving enforcement and education, and occupant protection enforcement. Using Section 164 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 alcohol 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.

Project Number:	164AL-14-03-10-01	
Project Title:	Local Impaired Driving Law Enforcement Outreach	
Agency:	TBD	
Budget:	\$204,954.00	Source: 164 Transfer

Description: OHSO will reach out to various LE agencies, including tribal entities, to promote and solicit impaired driving enforcement efforts as part of the statewide ID Plan - including support for national and state impaired driving mobilizations.

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: 405(d) 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:	\$1,924,111.00	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 M5TR-14-03-06-02	
Project Title:	Statewide Chemical Testing Project	
Agency:	State Board of Tests	
Budget:	\$330,000.00 \$80,000.00	Source: 164 Transfer 405(d)

Description: The Board of Tests has previously evaluated access to breath testing instruments and determined that the inventory is currently insufficient for purposes of evidential testing and training. This project will provide funding to purchase 38 Intoxilyzer machines, including printers, with one of the goals being to improve officer testimony and therefore admissibility of the test results. It will also fund salary/benefits and training material costs for one training officer to conduct localized Intoxilyzer training in designated regions throughout the state.

Project Number:	M5TR-14-05-01-01	
Project Title:	CLEET Impaired Driving Training Coordinator	
Agency:	CLEET	
Budget:	\$75,000.00	Source: 405(d)

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.

Project Number:	K8-14-04-01-00 M5TR-14-04-01-00	
Project Title:	Alcohol PI&E	
Agency:	OHSO	
Budget:	\$7,500.00 \$10,000.00	Source: 410 405(d)

Description: The OHSO will use this funding to promote various PI&E activities, including development and printing of brochures, videos, literature, promotional items, etc.

PROGRAM AREA MANAGEMENT

Project Number:	AL-14-07-01-00 K8-14-07-01-00	
Project Title:	Program Area Management	
Agency:	OHSO	
Budget:	\$199,918.92 \$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 Test	330,000.00	164 Transfer Funds
M5TR-	14-	05-	02-	01	Board of Test	80,000.00	Section 405d
164AL-	14-	03-	01-	02	Cherokee County SO	24,000.00	164 Transfer Funds
M5TR-	14-	05-	01-	01	CLEET - ID Training Coordinator	75,000.00	Section 405d
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
M5OT-	14-	07-	01-	01	GIDPAC	1,924,111.00	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
164AL-	14-	03-	10-	01	Local LE Outreach	304,954.00	164 Transfer Funds
AL-	14-	03-	06-	05	Logan County SO	45,525.00	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
164AL-	14-	03-	02-	06	Norman PD	49,992.00	164 Transfer Funds
M2HVE-	14-	03-	04-	06	Norman PD	19,257.00	Section 405b
PT-	14-	03-	10-	06	Norman PD	16,500.00	Section 402
M2HVE-	14-	03-	06-	08	OHP - OT	218,247.00	Section 405b
M5HVE-	14-	03-	03-	08	OHP - OT	789,984.00	Section 405d
164AL-	14-	03-	11-	08	OHP - OT	142,000.00	164 Transfer Funds
M5TR-	14-	02-	04-	13	OK Assn. of Chief of Police	68,047.00	Section 405d
164AL-	14-	03-	03-	10	Oklahoma City PD	100,000.00	164 Transfer Funds
OP-	14-	03-	09-	10	Oklahoma City PD	100,000.00	Section 402
164AL-	14-	03-	04-	07	Oklahoma County SO	145,500.00	164 Transfer Funds
M2HVE-	14-	03-	05-	07	Oklahoma County SO	75,000.00	Section 405b
M5BAC-	14-	05-	01-	06	OSBI	181,000.00	Section 405d
M5HVE-	14-	03-	07-	06	OSU PD	88,564.00	Section 405d
PT-	14-	06-	01-	06	OSU PD	1,500.00	Section 402
M5TR-	14-	05-	01-	10	OU Conference Pros	75,000.00	Section 405d
PT-	14-	05-	03-	10	OU Conference Pros	50,000.00	Section 402
164AL-	14-	03-	05-	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
M5TR-	14-	04-	01-	00	PI&E	10,000.00	Section 405d
AL-	14-	07-	01-	00	Program Area Management	199,918.92	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
M5HVE-	14-	03-	09-	03	Scenic Rivers Commission	20,000.00	Section 405d
164AL-	14-	03-	06-	08	Shawnee PD	20,000.00	164 Transfer Funds
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
MC-	14-	07-	02-	00	State Match	99,691.45	State of Oklahoma
PT-	14-	07-	02-	00	State Match	117,139.28	State of Oklahoma
M2HVE-	14-	07-	02-	00	State Match	90,626.00	State of Oklahoma
M5HVE-	14-	07-	02-	00	State Match	1,028,647.45	State of Oklahoma
M5BAC-	14-	06-	01-	00	Statewide Impaired Driving Mobile Command Ctr	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-	07-	04	Tecumseh PD	22,000.00	164 Transfer Funds
164AL-	14-	03-	08-	07	Tulsa County SO	90,426.00	164 Transfer Funds
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-	09-	07	Tulsa PD	28,884.00	164 Transfer Funds
OP-	14-	03-	16-	07	Tulsa PD	75,000.00	Section 402
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						867,322.92	
410 Total						148,460.00	
405B Total						362,504.00	
405D Total						4,114,591.00	
164 Transfer Total						1,377,756.00	
State Funds Total						1,681,792.73	
Total All Funds						8,552,426.65	

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:	\$19,800.00	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).

Project Number:	M9MA-14-04-01-00	
Project Title:	Motorcycle PI&E	
Agency:	OHSO	
Budget:	\$5,731.57	Source: 405(f)

Description: The OHSO will use this funding to promote various PI&E activities, including development and printing of brochures, videos, literature, promotional items, etc.

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	19,800.00	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
M9MA- 14- 04- 01- 00	PI&E	5,731.57	Section 405f
MC- 14- 07- 01- 00	Program Area Management	74,319.01	Section 402
MC- 14- 07- 02- 00	State Match	19,829.75	State of Oklahoma
M9MT- 14- 07- 02- 00	State Match	30,293.25	State of Oklahoma
402 Total		79,319.01	
2010 Total		22,000.00	
405F Total		121,172.14	
State Funds Total		50,123.00	
Total All Funds		272,614.15	

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. The 2012 Oklahoma Seat Survey reflected a child restraint use rate of 89.1% (although that refers to observed use rate, not necessarily reflecting proper use). As of June 1, 2013, Oklahoma's recertification rate for CPS technicians stood at 44.6 percent, below the national average of 57.4 percent. According to Safe Kids Worldwide studies, a vast majority of parents or caregivers struggle with properly installing child restraint seats.

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 85.7% 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, Grady 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.

Project Number:	OP-14-03-14-01 M2HVE-14-03-14-01	
Project Title:	OP Law Enforcement Outreach	
Agency:	TBD	
Budget:	\$104,785.00 \$31,539.82	Source: 402 405(b)

Description: OHSO will reach out to various LE agencies, including tribal entities, to promote and solicit occupant protection efforts as part of the statewide OP Plan - including support for CIOT and “Get Your Clicks on Route 66” mobilizations.

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:	OP-14-04-01-00 M2PE-14-04-01-00	
Project Title:	Occupant Protection PI&E	
Agency:	OHSO	
Budget:	\$7,450.00 \$25,000.00	Source: 402 405(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 Number	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
M2HVE-14-03-01-01	Grady County SO	20,000.00	Section 405b
OP-14-03-07-01	Guthrie PD	20,000.00	Section 402
OP-14-03-08-11	Lawton PD	27,000.00	Section 402
AL-14-03-07-11	Midwest City PD	25,836.00	Section 402
OP-14-03-15-11	Midwest City PD	25,836.00	Section 402
OP-14-03-14-01	OP LE Outreach	104,785.00	Section 402
M2HVE-14-03-99-01	OP outreach LE	31,539.82	Section 405b
OP-14-03-10-01	Osage County SO	14,500.00	Section 402
OP-14-04-01-00	PI&E	7,450.00	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	111,422.77	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
M2HVE-14-07-02-00	State Match	161,017.00	State of Oklahoma
OP-14-07-02-00	State Match	54,080.00	State of Oklahoma
PT-14-07-01-00	State Match	59,598.44	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		454,713.77	
405B Total		644,065.82	
State Funds Total		274,695.44	
Total All Funds		1,373,475.03	

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-14-05-02-13	
Project Title:	OACP Chiefs LE Challenge	
Agency:	OACP	
Budget:	\$50,000.00	Source: 402

Description: The OACP will develop and promote a Chiefs Law Enforcement Challenge to provide law enforcement agencies with an opportunity to make a difference in the communities they serve and allows agencies to learn from one another and establish future goals in traffic safety enforcement and education. In addition to enhanced traffic enforcement efforts, the project will promote efforts by agencies to qualify for the IACP National Law Enforcement Challenge.

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:	Police Traffic Services 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
OP- 14- 03- 06- 10	Enid PD	20,000.00	Section 402
PT- 14- 03- 06- 10	Enid PD	58,152.00	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)	88,000.00	Section 402
PT- 14- 05- 02- 13	OACP - LE Challenge	50,000.00	Section 402
164AL- 14- 05- 03- 07	OHP - LELs	85,449.00	164 Transfer Funds
PT- 14- 05- 02- 07	OHP - LELs	387,431.50	Section 402
PT- 14- 05- 01- 03	OHP - Troop F	10,000.00	Section 402
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	149,876.48	Section 402
PT- 14- 03- 14- 05	Skiatook PD	24,682.00	Section 402
MC- 14- 07- 02- 00	State Match	130,000.00	State of Oklahoma
PT- 14- 07- 02- 00	State Match	145,637.00	State of Oklahoma
PT- 14- 03- 16- 04	Warr Acres PD	13,650.00	Section 402
402 Total		1,102,547.98	
164 Transfer Total		85,449.00	
State Funds Total		145,637.00	
Total All Funds		1,333,633.98	

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
PT-	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

- Release a Request for Proposal for a new data integrated platform no later than December 31, 2013 to establish a statewide intelligent common operating platform that captures traffic records, processes and maximizes automation and efficiencies.
- Assign a working group to prepare a recommendation document by January 2014 for reviewing agency policies regarding public access to crash information.

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:	M3DA-14-06-03-11	
Project Title:	OU SAFE-T Project	
Agency:	OU Board of Regents	
Budget:	\$66,000.00	Source: 405(c)

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:	\$17,035.26	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:	\$70,000.00	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:	TR-14-05-01-00 K9-14-05-02-00 M3DA-14-05-01-00	
Project Title:	Traffic Records Council Data Projects	
Agency:	TBD	
Budget:	\$315,179.47 \$101,315.00 \$1,200,911.32	Source: 402 408 405(c)

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
TR-	14-	05-	01-	00	Data Projects-TBD by TR Council	315,179.47	Section 402
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	1,200,911.32	Section 405c
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	66,000.00	Section 405c
TR-	14-	07-	01-	00	Program Area Management	148,084.78	Section 402
K9-	14-	07-	01-	00	Program Area Management	2,681.00	Section 408
MC-	14-	07-	02-	00	State Match	131,324.88	State of Oklahoma
K9-	14-	07-	02-	00	State Match	56,500.00	State of Oklahoma
M3DA-	14-	07-	02-	00	State Match	341,728.00	State of Oklahoma
TR-	14-	05-	03-	00	UCO - Data Analysis	17,035.26	Section 402
DTNH22-12-H-00134					FARS	70,000.00	Cooperative Agreement
402 Total						525,299.51	
408 Total						226,000.00	
405C Total						1,366,911.32	
NHTSA Cooperative Agreement						70,000.00	
State Funds Total						187,824.88	
Total All Funds						2,376,035.71	

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
PT- 14- 07- 02- 00	State Match	64,710.00	State of Oklahoma
402 Total		258,837.14	
State Funds Total		64,710.00	
Total All Funds		323,547.14	

PAID MEDIA

Project Number:	PM-14-02-01-03 164PM-14-02-01-03 K8PM-14-02-01-03 M2PE-14-02-01-03 M5PEM-14-02-01-03 M9MA-14-02-01-03	
Project Title:	Paid Media	
Agency:	Jordan Advertising	
Budget:	\$144,664.00 \$534,200.00 \$10,000.00 \$557,555.00 \$153,921.56 \$15,959.00	Source: 402 164 Transfer 410 405(b) 405(d) 405(f)

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 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-	03	Jordan Advertising	144,664.00	Section 402
164PM-	14-	02-	01-	03	Jordan Advertising	534,200.00	164 Transfer Funds
K8PM-	14-	02-	01-	03	Jordan Advertising	10,000.00	Section 410
M2PE-	14-	02-	01-	03	Jordan Advertising	557,555.00	Section 405b
M5PEM-	14-	02-	01-	03	Jordan Advertising	153,921.56	Section 405d
M9MA-	14-	02-	01-	03	Jordan Advertising	15,959.00	Section 405f
M2PE-	14-	02-	02-	00A	Learfield - OU	19,950.00	Section 405b
M2PE-	14-	02-	02-	00B	Learfield - OSU	12,669.00	Section 405b
M2PE-	14-	02-	02-	00C	Learfield - Tulsa Golden Hurricanes	1,650.00	Section 405b
M2PE-	14-	02-	02-	00D	Redhawks	10,000.00	Section 405b
M5PEM-	14-	02-	02-	00A	Learfield - OU	199,500.00	Section 405d
M5PEM-	14-	02-	02-	00B	Learfield - OSU	126,690.00	Section 405d
M5PEM-	14-	02-	02-	00C	Learfield - Tulsa Golden Hurricanes	16,500.00	Section 405d
M5PEM-	14-	02-	02-	00D	Redhawks	61,400.00	Section 405d
MC-	14-	07-	02-	00	State Match	36,166.00	State of Oklahoma
K8-	14-	07-	02-	00	State Match	30,000.00	State of Oklahoma
M2HVE-	14-	07-	02-	00	State Match	150,456.00	State of Oklahoma
M5HVE-	14-	07-	02-	00	State Match	139,503.50	State of Oklahoma
M9MT-	14-	07-	02-	00	State Match	3,989.75	State of Oklahoma
402 Total						144,664.00	
410 Total						10,000.00	
164 Transfer Total						534,200.00	
405B Total						801,324.00	
405D Total						558,011.56	
405F Total						15,959.00	
State Funds Total						360,115.25	
Total All Funds						2,424,273.81	

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	50
2	Perkins PD	SE-14-03-03-01	Speed Trailer	\$8,400.00	1	\$8,400.00	402	50
3	Payne Co SO	164AL-14-03-05-03	Video Camera	\$5,000.00	2	\$10,000.00	164	35
4	Board of Tests	164AL-14-06-01-01	Intoxilyzer w/ printer	\$8,500	38	\$330,000.00	164	33
5	*See note	M5BAC-14-06-01-00	Mobile Command Center	\$350,000.00	1	[\$350,000.00]	405(d)	27

TOTAL \$356,900.00

*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.

Item 4: See description/justification on page 33.

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.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.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).

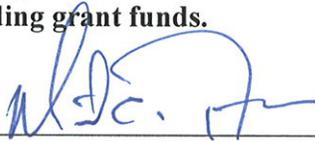
(23 U.S.C. 402(b)(1)(F))

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.

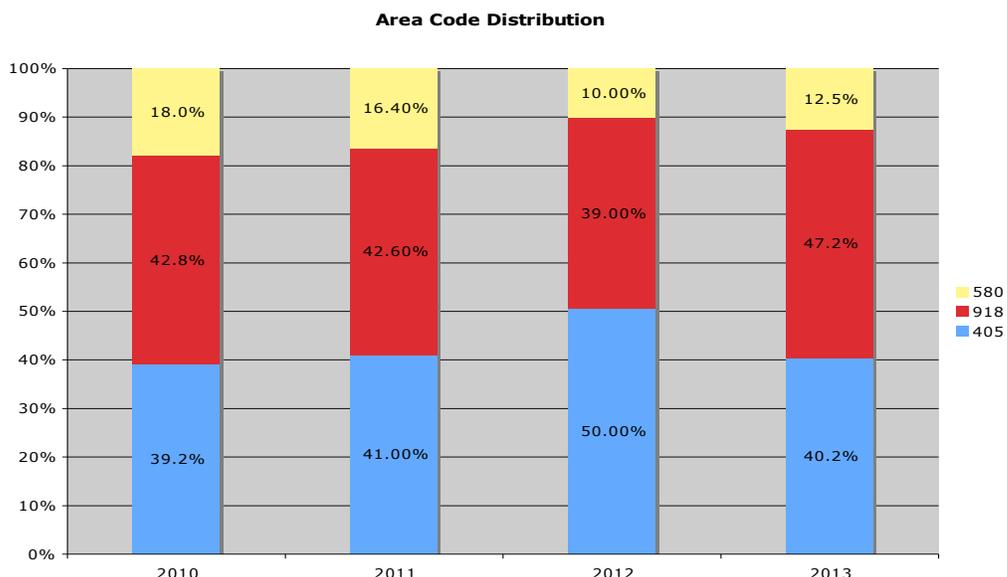
In past years, surveys were conducted using an online methodology, from July 12-27, 2010, from July 18-21, 2011, and July 2-9, 2012. This year data was collected using the same online methodology May 7-12, 2013. Each year, five hundred respondents were randomly selected from across Oklahoma and asked 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.

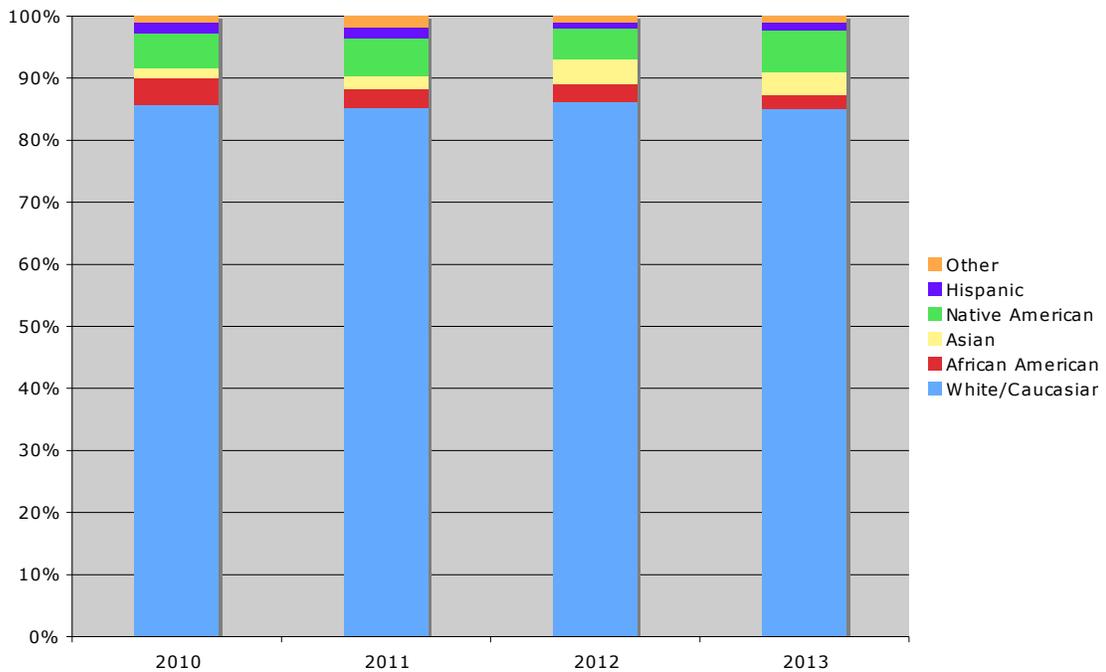
2013 Demographics

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



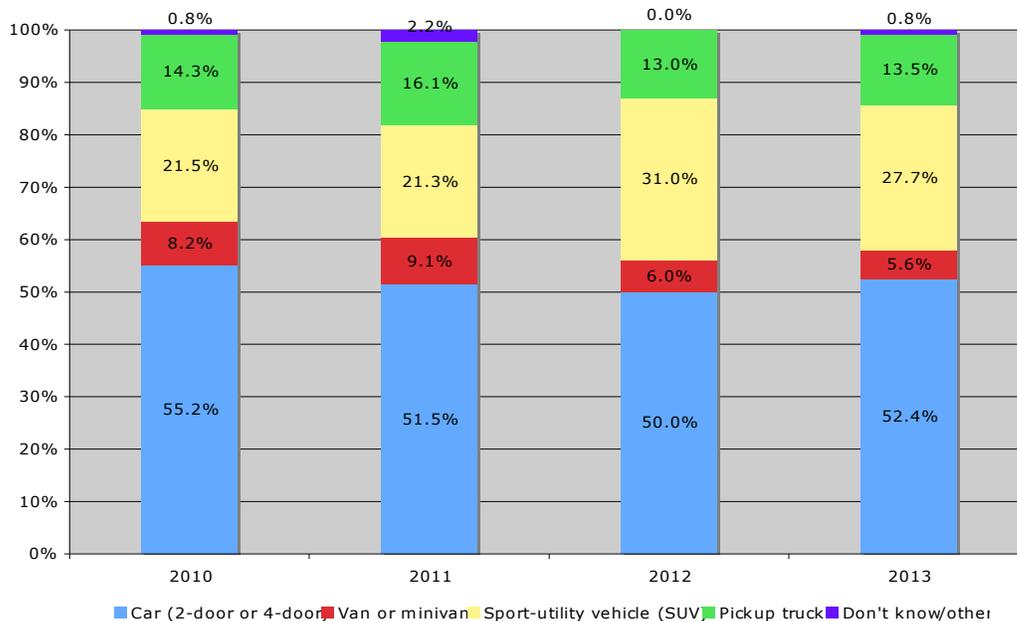
Race Distribution



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



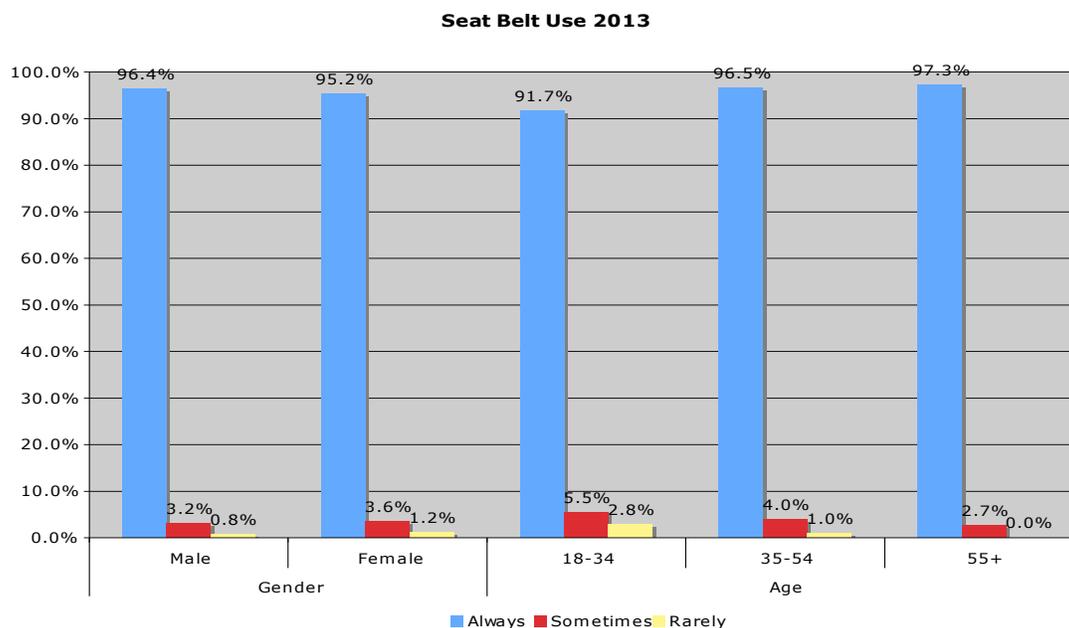
driven.

Seat Belt Use and Attitudes

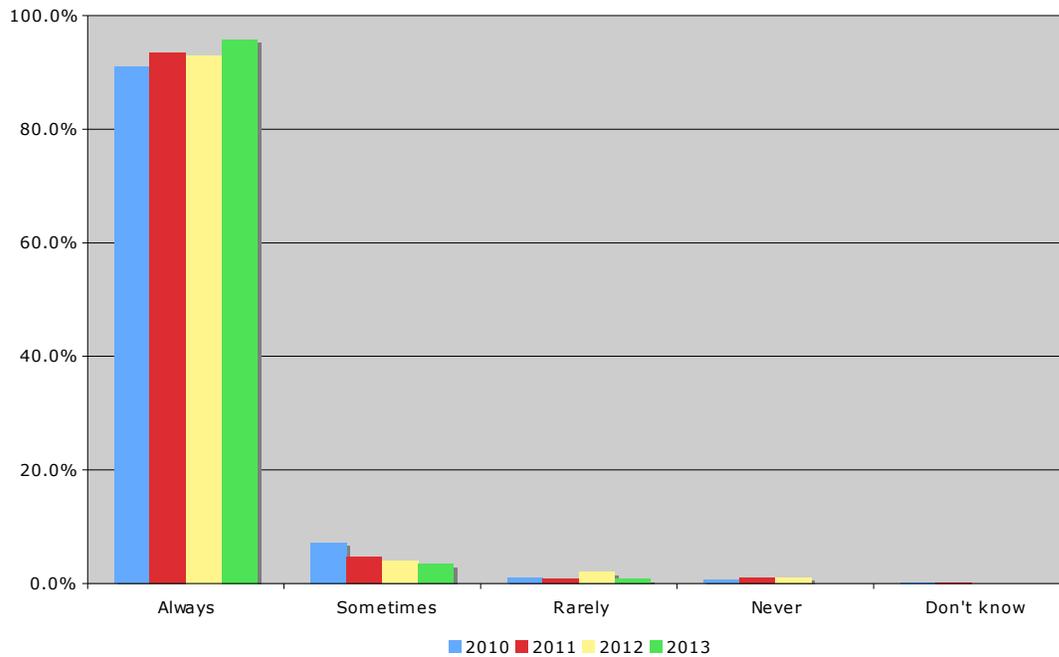
Those reporting they “always” wear their seat belt when driving or riding in a motor vehicle has spiked to its highest level (95.8%) since the inception of this performance measures project. As in past years, nearly all respondents (99.2%) reported wearing a seat belt when the “always” and “sometimes” 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 2010-2013

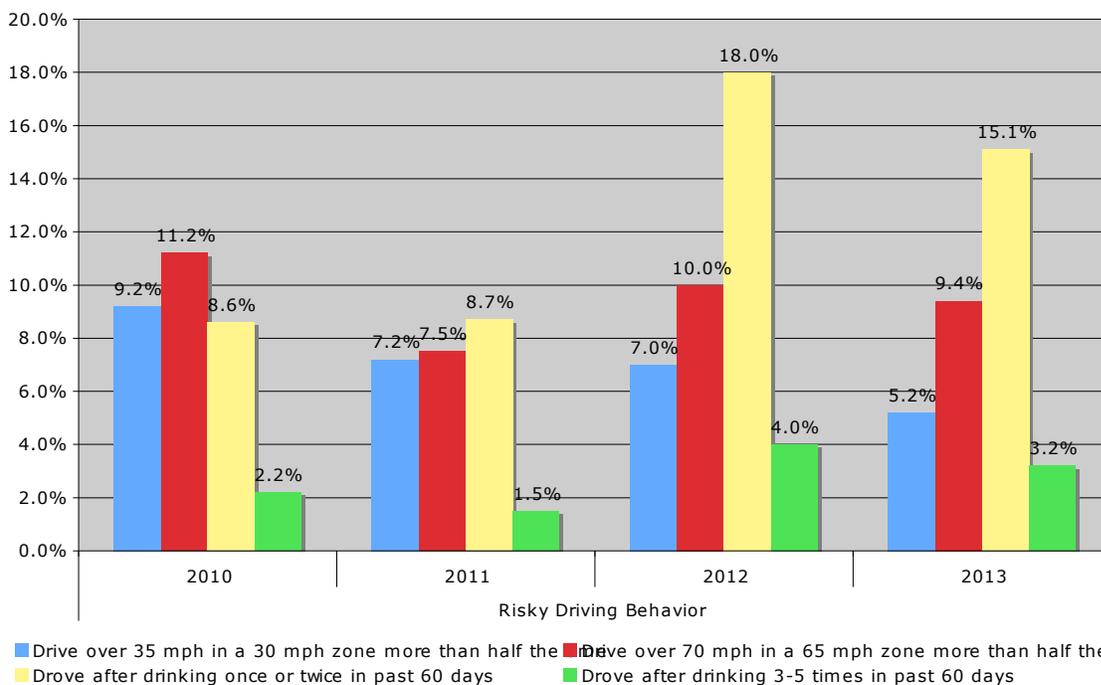


age group (96.5%) and the youngest drivers (91.7%). There are no significant differences in seat belt use between residents in the three different are codes.

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

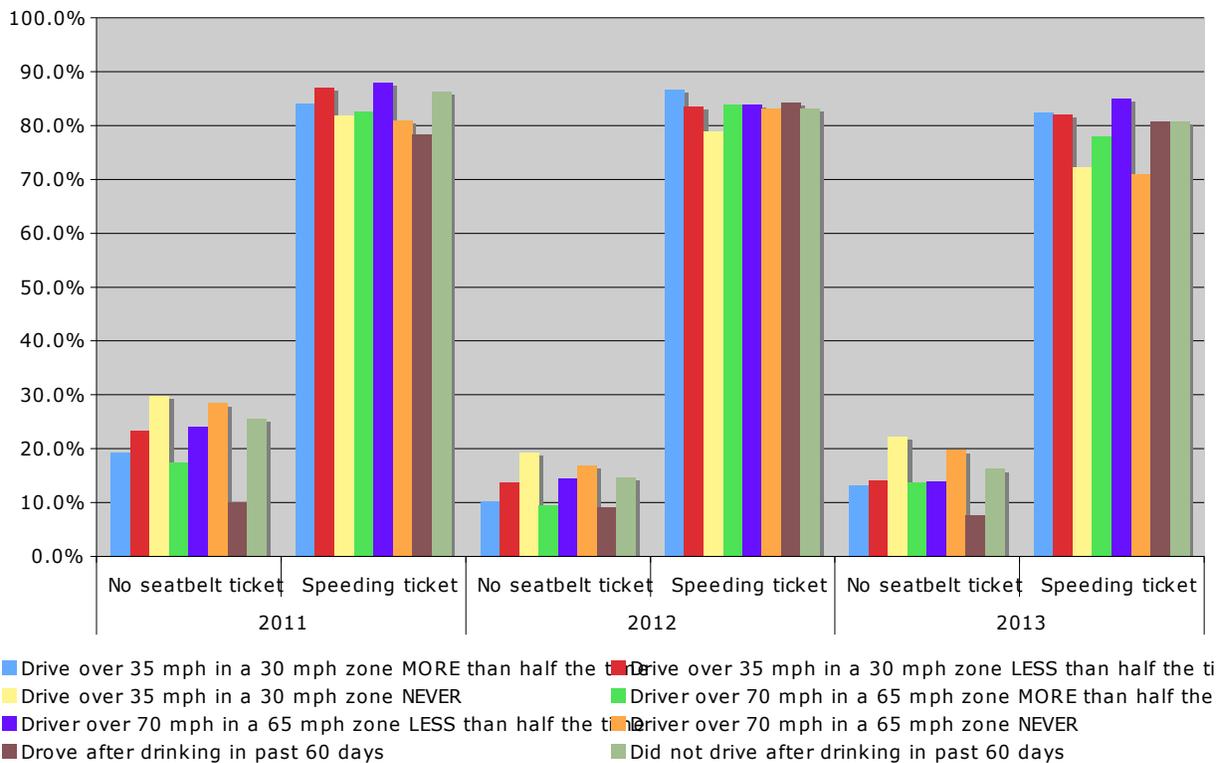


beverages once or twice, or who reports driving more than five miles over the speed limit more than half of the time (see figure below).

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.

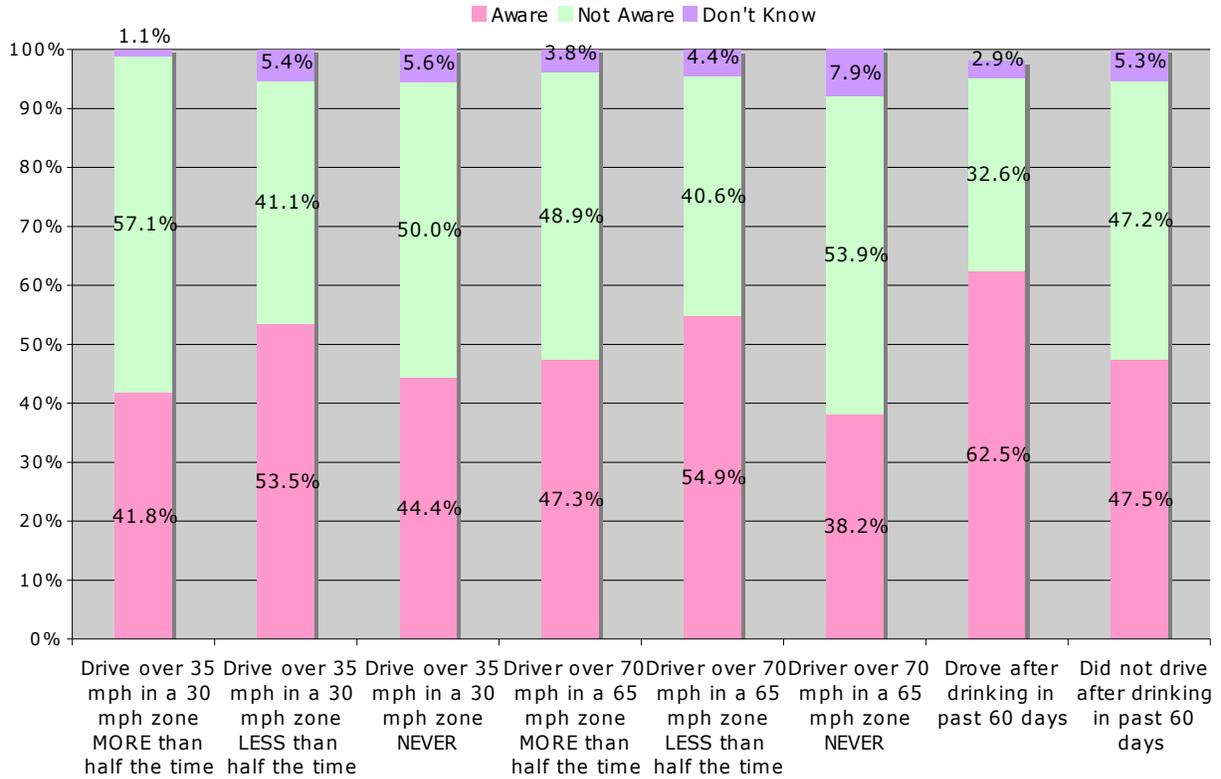
Awareness of Law Enforcement Efforts Regarding Influenced Driving

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).

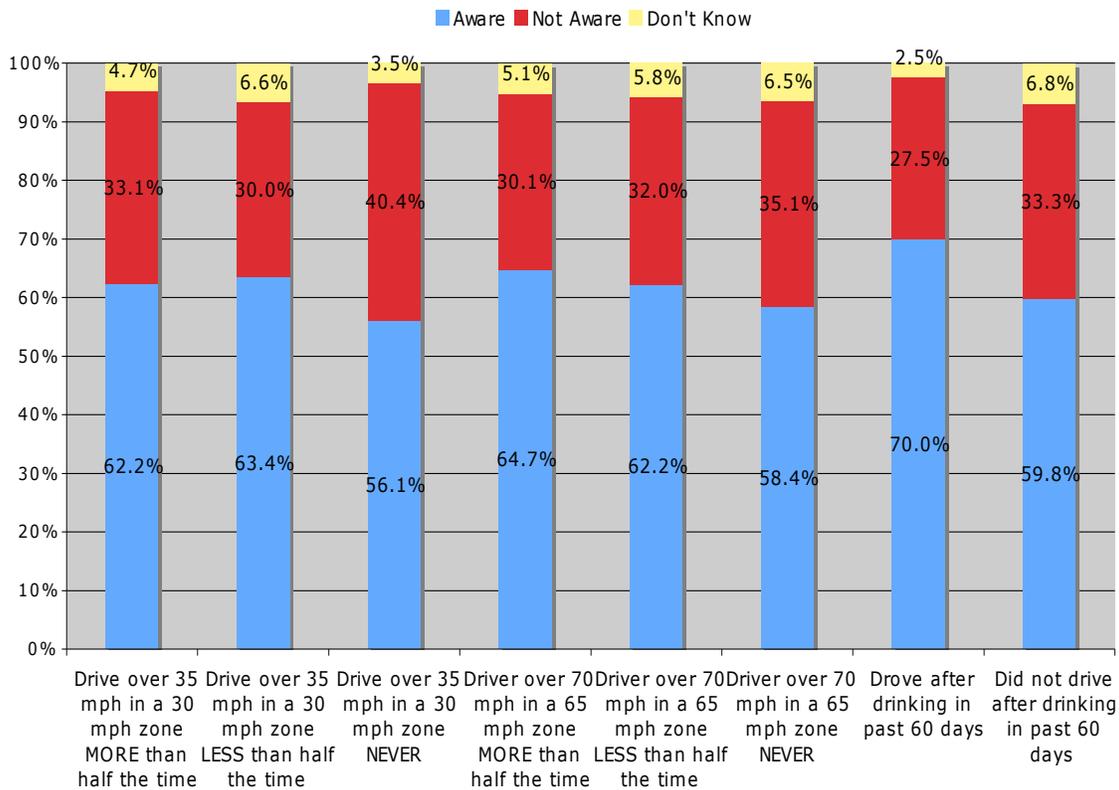
Drive over 35 mph in a 30 mph zone LESS than half the time	54.8%	37.9%	7.3%	63.4%	30.0%	6.6%	53.5%	41.1%	5.4%
Drive over 35 mph in a 30 mph zone NEVER	52.1%	43.6%	4.3%	56.1%	40.4%	3.5%	44.4%	50.0%	5.6%
Driver over 70 mph in a 65 mph zone MORE than half the time	46.8%	43.1%	10.1%	64.7%	30.1%	5.1%	47.3%	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.

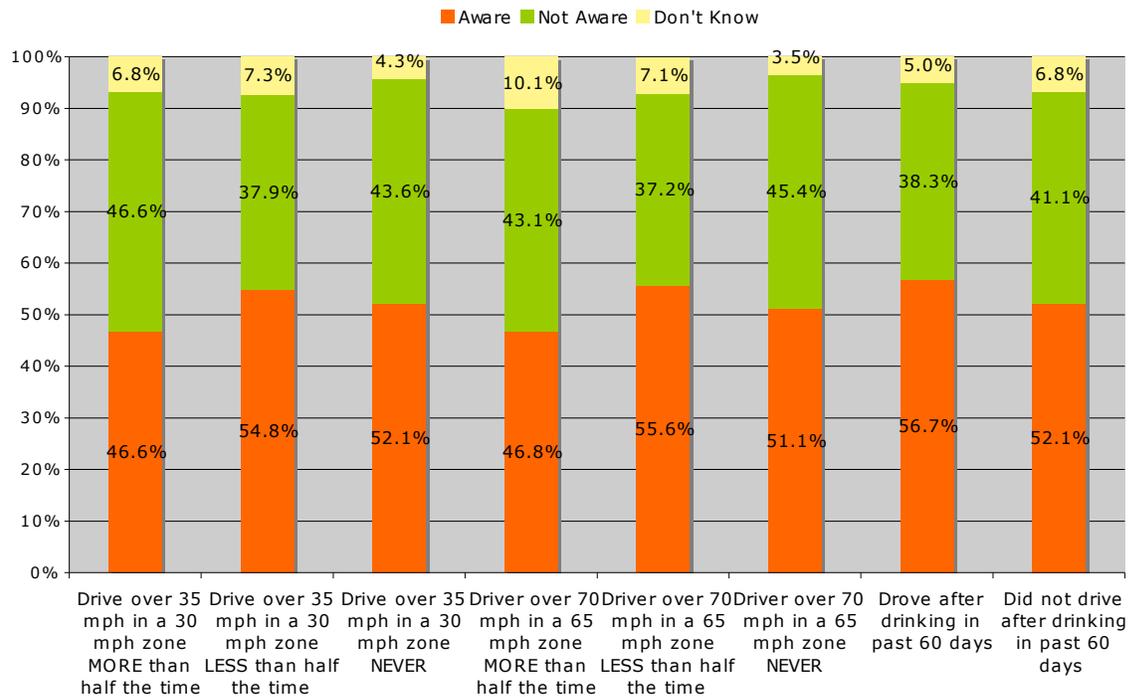
Awareness of Law Enforcement Efforts Regarding Influenced Driving 2013



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	\$.00
	Planning and Administration Total			\$277,614.00	\$277,614.00	\$.00
Alcohol						
	AL-2014-03-01-13	Bixby PD		\$.00	\$36,120.00	\$.00
	AL-2014-03-02-11	Durant PD		\$.00	\$46,000.00	\$.00
	AL-2014-03-03-16	Edmond PD		\$.00	\$41,000.00	\$.00
	AL-2014-03-04-06	Kay County SO		\$.00	\$20,000.00	\$.00
	AL-2014-03-05-03	Lincoln County SO		\$.00	\$15,000.00	\$.00
	AL-2014-03-06-05	Logan County SO		\$.00	\$45,525.00	\$.00
	AL-2014-03-07-11	Midwest City PD		\$.00	\$25,836.00	\$.00
	AL-2014-03-09-11	Sand Springs PD		\$.00	\$48,720.00	\$.00
	AL-2014-03-10-12	Tahlequah PD		\$.00	\$15,000.00	\$.00
	AL-2014-03-11-07	Tulsa PD		\$.00	\$48,116.00	\$.00
	AL-2014-03-12-05	Washington County SO		\$.00	\$15,000.00	\$.00
	AL-2014-07-01-00	Program Area Management		\$.00	\$119,918.92	\$80,000.00
	AL-2014-02-01-14	Norman PD - DRE		\$.00	\$28,884.00	\$.00
	Alcohol Total			\$.00	\$505,119.92	\$80,000.00
Motorcycle Safety						
	MC-2014-05-01-04	Nat'l Guard Motorcycle Safety Program		\$.00	\$5,000.00	\$.00
	MC-2014-07-01-00	Program Area Management		\$.00	\$49,319.01	\$25,000.00
	MC-2014-07-02-00	State Match - DPS		\$356,416.00	\$.00	\$.00
	Motorcycle Safety Total			\$356,416.00	\$54,319.01	\$25,000.00
Occupant Protection						
	OP-2014-03-01-06	Ada PD		\$.00	\$19,884.00	\$.00
	OP-2014-03-02-04	Canadian County SO		\$.00	\$24,000.00	\$.00
	OP-2014-03-03-03	Catoosa PD		\$.00	\$24,000.00	\$.00
	OP-2014-03-04-03	Creek County SO		\$.00	\$18,000.00	\$.00
	OP-2014-03-05-16	Edmond PD		\$.00	\$39,000.00	\$.00
	OP-2014-03-06-10	Enid PD		\$.00	\$20,000.00	\$.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
	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	\$31,422.77	\$80,000.00	\$.00
	OP-2014-07-02-00	State Match -DPS	\$54,080.00	\$.00	\$.00	\$.00
	OP-2014-03-13-02	Tuttle PD	\$.00	\$10,000.00	\$.00	\$10,000.00
	OP-2014-03-14-01	OP - LE Outreach Prog	\$.00	\$104,785.00	\$.00	\$104,785.00
	OP-2014-04-01-00	PI&E	\$.00	\$7,450.00	\$.00	\$.00
	OP-2014-03-15-11	Midwest City PD	\$.00	\$25,836.00	\$.00	\$25,836.00
	OP-2014-03-16-07	Tulsa PD	\$.00	\$75,000.00	\$.00	\$75,000.00
	Occupant Protection Total		\$54,080.00	\$590,877.77	\$80,000.00	\$552,005.00
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
	PT-2014-03-99-00	Mobilization Incentives	\$.00	\$72,000.00	\$16,000.00	\$88,000.00
	PT-2014-04-01-00	PI&E	\$.00	\$12,000.00	\$.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
	PT-2014-05-01-03	OHP - Troop F	\$.00	\$10,000.00	\$.00	\$.00
	PT-2014-05-02-07	OHP - LELs	\$.00	\$307,431.50	\$80,000.00	\$.00
	PT-2014-05-03-10	OU Conference Pros	\$.00	\$50,000.00	\$.00	\$14,000.00
	PT-2014-07-01-00	Program Area Management	\$.00	\$74,876.48	\$75,000.00	\$.00
	PT-2014-07-02-00	State Match -DPS	\$540,996.00	\$.00	\$.00	\$.00
	PT-2014-06-01-06	OSU PD	\$.00	\$1,500.00	\$.00	\$.00
	PT-2014-05-02-13	OACP	\$.00	\$50,000.00	\$.00	\$.00
	Police Traffic Services Total		\$540,996.00	\$997,586.98	\$171,000.00	\$521,779.00
Traffic Records						
	TR-2014-05-01-00	Data Projects - TBD by TR Council	\$.00	\$315,179.47	\$.00	\$.00
	TR-2014-05-02-00	Iowa DOT	\$.00	\$45,000.00	\$.00	\$.00
	TR-2014-05-03-00	UCO - Data Analysis	\$.00	\$17,035.26	\$.00	\$.00
	TR-2014-07-01-00	Program Area Management	\$.00	\$124,005.78	\$24,079.00	\$.00
	Traffic Records Total		\$.00	\$501,220.51	\$24,079.00	\$.00
Driver Education						
	DE-2014-02-01-04	OK Safety Council	\$.00	\$32,500.00	\$.00	\$.00
	DE-2014-05-01-02	DPS - QA DL	\$.00	\$226,337.14	\$.00	\$.00
	Driver Education Total		\$.00	\$258,837.14	\$.00	\$.00
Railroad/Highway Crossings						
	RH-2014-02-01-10	OK Operation Lifesaver	\$.00	\$37,500.00	\$.00	\$.00
	Railroad/Highway Crossings Total		\$.00	\$37,500.00	\$.00	\$.00
Speed Enforcement						
	SE-2014-03-01-06	Calera PD	\$.00	\$20,000.00	\$.00	\$20,000.00
	SE-2014-03-02-06	Madill PD	\$.00	\$29,815.00	\$.00	\$29,815.00
	SE-2014-03-03-01	Perkins PD	\$.00	\$8,333.00	\$.00	\$8,333.00
	Speed Enforcement Total		\$.00	\$58,148.00	\$.00	\$58,148.00
Paid Advertising						
	PM-2014-02-01-03	Jordan Advertising	\$.00	\$144,664.00	\$.00	\$.00
	Paid Advertising Total		\$.00	\$144,664.00	\$.00	\$.00
	NHTSA 402 Total		\$1,229,106.00	\$3,425,887.33	\$380,079.00	\$1,517,133.00
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

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
	K9-2014-07-01-00	Program Area Management	\$.00	\$.00	\$2,681.00	\$.00
	K9-2014-07-02-00	State Match -DPS	\$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 - DPS	\$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-2014-06-01-01	Board of Test	\$.00	\$.00	\$330,000.00	\$.00
	164AL-2014-06-02-00	PBTs	\$.00	\$.00	\$100,000.00	\$.00
	164AL-2014-05-03-07	OHP - LELs	\$.00	\$.00	\$85,449.00	\$.00
	164AL-2014-03-01-02	Cherokee County SO	\$.00	\$.00	\$24,000.00	\$24,000.00
	164AL-2014-03-02-06	Norman PD	\$.00	\$.00	\$49,992.00	\$49,992.00
	164AL-2014-03-03-10	Oklahoma City PD	\$.00	\$.00	\$100,000.00	\$100,000.00
	164AL-2014-03-04-07	Oklahoma County SO	\$.00	\$.00	\$145,500.00	\$145,500.00
	164AL-2014-03-05-03	Payne County SO	\$.00	\$.00	\$20,000.00	\$20,000.00
	164AL-2014-03-06-08	Shawnee PD	\$.00	\$.00	\$20,000.00	\$20,000.00
	164AL-2014-03-07-04	Tecumseh PD	\$.00	\$.00	\$22,000.00	\$22,000.00
	164AL-2014-03-08-07	Tulsa County SO	\$.00	\$.00	\$90,426.00	\$90,426.00
	164AL-2014-03-09-07	Tulsa PD	\$.00	\$.00	\$28,884.00	\$28,884.00

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-2014-03-10-01	Local LE Outreach	\$.00	\$.00	\$304,954.00	\$304,954.00
	164AL-2014-03-11-08	OHP - OT	\$.00	\$.00	\$142,000.00	\$.00
	164 Alcohol Total		\$.00	\$.00	\$1,463,205.00	\$805,756.00
164 Paid Media						
	164PM-2014-02-01-03	Jordan Advertising	\$.00	\$.00	\$534,200.00	\$.00
	164 Paid Media Total		\$.00	\$.00	\$534,200.00	\$.00
	164 Transfer Funds Total		\$.00	\$.00	\$1,997,405.00	\$805,756.00
MAP 21 405b OP Low						
	M2HVE-2014-03-01-01	Grady County SO	\$.00	\$10,000.00	\$10,000.00	\$.00
	M2HVE-2014-03-02-03	Lincoln County SO	\$.00	\$7,500.00	\$7,500.00	\$.00
	M2HVE-2014-03-04-06	Norman PD	\$.00	\$9,628.50	\$9,628.50	\$.00
	M2HVE-2014-03-05-07	Oklahoma County SO	\$.00	\$37,500.00	\$37,500.00	\$.00
	M2HVE-2014-03-06-08	OHP - OT	\$.00	\$109,123.50	\$109,123.50	\$.00
	M2HVE-2014-03-07-03	Payne County SO	\$.00	\$5,000.00	\$5,000.00	\$.00
	M2HVE-2014-03-08-04	Pottawatomie County SO	\$.00	\$20,250.00	\$20,250.00	\$.00
	M2HVE-2014-03-09-13	Sapulpa PD	\$.00	\$27,500.00	\$27,500.00	\$.00
	M2HVE-2014-03-10-12	Tahlequah PD	\$.00	\$5,000.00	\$5,000.00	\$.00
	M2HVE-2014-03-12-05	Washington County SO	\$.00	\$7,500.00	\$7,500.00	\$.00
	M2HVE-2014-03-99-01	OP Outreach - LE	\$.00	\$15,769.91	\$15,769.91	\$.00
	M2HVE-2014-07-01-00	Program Area Management	\$.00	\$45,970.00	\$45,970.00	\$.00
	M2HVE-2014-07-02-00	State Match - DPS	\$402,099.00	\$.00	\$.00	\$.00
	405b Low HVE Total		\$402,099.00	\$300,741.91	\$300,741.91	\$.00
405b Low Training						
	M2TR-2014-02-03-00	CPS Outreach	\$.00	\$25,000.00	\$25,000.00	\$.00
	M2TR-2014-02-04-16	Safe Kids OK	\$.00	\$62,500.00	\$62,500.00	\$.00
	M2TR-2014-02-05-14	Tulsa Area Safe Kids	\$.00	\$75,000.00	\$75,000.00	\$.00
	405b Low Training Total		\$.00	\$162,500.00	\$162,500.00	\$.00
405b Low Public Education						
	M2PE-2014-02-01-03	Jordan Advertising	\$.00	\$278,777.50	\$278,777.50	\$.00
	M2PE-2014-02-02-00	Sports Marketing	\$.00	\$22,134.50	\$22,134.50	\$.00
	M2PE-2014-04-01-00	PI&E	\$.00	\$12,500.00	\$12,500.00	\$.00
	405b Low Public Education Total		\$.00	\$313,412.00	\$313,412.00	\$.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 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				\$402,099.00	\$804,196.91	\$804,196.91	\$0.00
MAP 21 405c Data Program							
	M3DA-2014-05-01-00	Data Projects - TBD by TR Council		\$0.00	\$600,455.66	\$600,455.66	\$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	\$33,000.00	\$33,000.00	\$0.00
	M3DA-2014-07-02-00	State Match - DPS		\$341,728.00	\$0.00	\$0.00	\$0.00
405c Data Program Total				\$341,728.00	\$683,455.66	\$683,455.66	\$0.00
MAP 21 405c Data Program Total				\$341,728.00	\$683,455.66	\$683,455.66	\$0.00
MAP 21 405d Impaired Driving Mid							
	M5HVE-2014-03-03-08	OHP - OT		\$0.00	\$394,992.00	\$394,992.00	\$0.00
	M5HVE-2014-03-07-06	OSU PD		\$0.00	\$44,282.00	\$44,282.00	\$0.00
	M5HVE-2014-07-02-00	State Match - DPS/BOT		\$1,164,413.00	\$0.00	\$0.00	\$0.00
	M5HVE-2014-03-09-03	Scenic Rivers Commission		\$0.00	\$10,000.00	\$10,000.00	\$0.00
405d Mid HVE Total				\$1,164,413.00	\$449,274.00	\$449,274.00	\$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							
	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

**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
405d Mid Paid/Earned Media Total			\$.00	\$279,005.78	\$279,005.78	\$.00
405d Mid Training						
	M5TR-2014-02-01-11	District Atty's Council	\$.00	\$87,500.00	\$87,500.00	\$.00
	M5TR-2014-02-02-03	East Central Univ - SJE	\$.00	\$43,000.00	\$43,000.00	\$.00
	M5TR-2014-02-03-14	Norman PD - DRE	\$.00	\$33,500.00	\$33,500.00	\$.00
	M5TR-2014-02-04-13	OK Assn. of Chiefs of Police	\$.00	\$34,023.50	\$34,023.50	\$.00
	M5TR-2014-04-01-00	PI&E	\$.00	\$5,000.00	\$5,000.00	\$.00
	M5TR-2014-05-01-01	CLEET Coordinator	\$.00	\$37,500.00	\$37,500.00	\$.00
	M5TR-2014-05-02-01	Board of Test	\$.00	\$40,000.00	\$40,000.00	\$.00
	M5TR-2014-05-03-10	OU Confernece Pros	\$.00	\$37,500.00	\$37,500.00	\$.00
405d Mid Training Total			\$.00	\$318,023.50	\$318,023.50	\$.00
405d Mid Other Based on Problem ID						
	M5OT-2014-07-01-01	GIDPAC	\$.00	\$962,055.50	\$962,055.50	\$.00
405d Mid Other Based on Problem ID Total			\$.00	\$962,055.50	\$962,055.50	\$.00
MAP 21 405d Impaired Driving Mid Total			\$1,164,413.00	\$2,328,824.78	\$2,328,824.78	\$.00
MAP 21 405f Motorcycle Programs						
	M9MT-2014-02-02-14	Broken Arrow PD	\$.00	\$9,900.00	\$9,900.00	\$.00
	M9MT-2014-05-01-02	DPS - QA Coordinator	\$.00	\$22,220.29	\$22,220.28	\$.00
	M9MT-2014-02-01-16	Edmond PD	\$.00	\$25,600.00	\$25,600.00	\$.00
	M9MT-2014-07-02-00	State Match - DPS	\$34,283.00	\$.00	\$.00	\$.00
405f Motorcyclist Training Total			\$34,283.00	\$57,720.29	\$57,720.28	\$.00
405f Motorcyclist Awareness						
	M9MA-2014-02-01-03	Jordan Advertising	\$.00	\$7,979.50	\$7,979.50	\$.00
	M9MA-2014-04-01-00	PI&E	\$.00	\$2,865.78	\$2,865.79	\$.00
405f Motorcyclist Awareness Total			\$.00	\$10,845.28	\$10,845.29	\$.00
MAP 21 405f Motorcycle Programs Total			\$34,283.00	\$68,565.57	\$68,565.57	\$.00
NHTSA Total			\$3,703,509.00	\$7,310,930.25	\$6,668,986.92	\$2,322,889.00
Total			\$3,703,509.00	\$7,310,930.25	\$6,668,986.92	\$2,322,889.00

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-2014-03-02-11	\$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%		
	AL-2014-03-05-03	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	AL-2014-03-06-05	\$45,525.00	\$0.00 0%	\$45,525.00	\$0.00	\$45,525.00 100%		
	AL-2014-03-01-13	\$36,120.00	\$0.00 0%	\$36,120.00	\$0.00	\$36,120.00 100%		
	AL-2014-02-01-14	\$28,884.00	\$0.00 0%	\$28,884.00	\$0.00	\$28,884.00 100%		
	AL-2014-03-07-11	\$25,836.00	\$0.00 0%	\$25,836.00	\$0.00	\$25,836.00 100%		
	AL-2014-07-01-00	\$199,918.92	\$0.00 0%	\$119,918.92	\$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-2014-03-11-07	\$48,116.00	\$0.00 0%	\$48,116.00	\$0.00	\$48,116.00 100%		
	AL-2014-03-10-12	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		

**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-2014-03-09-11	\$48,720.00	\$.00 0%	\$48,720.00	\$.00	\$48,720.00 100%		
	Alcohol Total	\$585,119.92	\$.00 0%	\$505,119.92	\$80,000.00	\$385,201.00 66%		
Motorcycle Safety								
	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%		
	MC-2014-07-02-00	\$.00	\$356,416.00 100%	\$.00	\$.00	\$.00 0%		
	Motorcycle Safety Total	\$79,319.01	\$356,416.00 82%	\$54,319.01	\$25,000.00	\$.00 0%		
Occupant Protection								
	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	\$20,000.00	\$.00 0%	\$20,000.00	\$.00	\$20,000.00 100%		
	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%		
	OP-2014-03-09-10	\$100,000.00	\$.00 0%	\$100,000.00	\$.00	\$100,000.00 100%		

**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-2014-03-10-01	\$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%		
	OP-2014-03-12-08	\$10,000.00	\$.00 0%	\$10,000.00	\$.00	\$10,000.00 100%		
	OP-2014-03-13-02	\$10,000.00	\$.00 0%	\$10,000.00	\$.00	\$10,000.00 100%		
	OP-2014-03-14-01	\$104,785.00	\$.00 0%	\$104,785.00	\$.00	\$104,785.00 100%		
	OP-2014-03-15-11	\$25,836.00	\$.00 0%	\$25,836.00	\$.00	\$25,836.00 100%		
	OP-2014-03-16-07	\$75,000.00	\$.00 0%	\$75,000.00	\$.00	\$75,000.00 100%		
	OP-2014-04-01-00	\$7,450.00	\$.00 0%	\$7,450.00	\$.00	\$.00 0%		
	OP-2014-07-01-00	\$111,422.77	\$.00 0%	\$31,422.77	\$80,000.00	\$.00 0%		
	OP-2014-07-02-00	\$.00	\$54,080.00 100%	\$.00	\$.00	\$.00 0%		
	Occupant Protection Total	\$670,877.77	\$54,080.00 7%	\$590,877.77	\$80,000.00	\$552,005.00 82%		
Police Traffic Services								
	PT-2014-03-01-01	\$15,000.00	\$.00 0%	\$15,000.00	\$.00	\$15,000.00 100%		
	PT-2014-07-02-00	\$.00	\$540,996.00 100%	\$.00	\$.00	\$.00 0%		
	PT-2014-07-01-00	\$149,876.48	\$.00 0%	\$74,876.48	\$75,000.00	\$.00 0%		
	PT-2014-06-01-06	\$1,500.00	\$.00 0%	\$1,500.00	\$.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	\$.00 0%	\$50,000.00	\$.00	\$14,000.00 28%		
	PT-2014-05-02-13	\$50,000.00	\$.00 0%	\$50,000.00	\$.00	\$.00 0%		
	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%		
	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%		

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-2014-03-16-04	\$13,650.00	\$.00 0%	\$13,650.00	\$.00	\$13,650.00 100%		
	PT-2014-03-99-00	\$88,000.00	\$.00 0%	\$72,000.00	\$16,000.00	\$88,000.00 100%		
	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%		
	Police Traffic Services Total	\$1,168,586.98	\$540,996.00 32%	\$997,586.98	\$171,000.00	\$521,779.00 45%		
Traffic Records								
	TR-2014-07-01-00	\$148,084.78	\$.00 0%	\$124,005.78	\$24,079.00	\$.00 0%		
	TR-2014-05-03-00	\$17,035.26	\$.00 0%	\$17,035.26	\$.00	\$.00 0%		
	TR-2014-05-02-00	\$45,000.00	\$.00 0%	\$45,000.00	\$.00	\$.00 0%		
	TR-2014-05-01-00	\$315,179.47	\$.00 0%	\$315,179.47	\$.00	\$.00 0%		
	Traffic Records Total	\$525,299.51	\$.00 0%	\$501,220.51	\$24,079.00	\$.00 0%		
Driver Education								
	DE-2014-05-01-02	\$226,337.14	\$.00 0%	\$226,337.14	\$.00	\$.00 0%		
	DE-2014-02-01-04	\$32,500.00	\$.00 0%	\$32,500.00	\$.00	\$.00 0%		
	Driver Education Total	\$258,837.14	\$.00 0%	\$258,837.14	\$.00	\$.00 0%		
Railroad/Highway Crossings								

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)
	RH-2014-02-01-10	\$37,500.00	\$.00 0%	\$37,500.00	\$.00	\$.00 0%		
	Railroad/Highway Crossings Total	\$37,500.00	\$.00 0%	\$37,500.00	\$.00	\$.00 0%		
Speed Enforcement								
	SE-2014-03-01-06	\$20,000.00	\$.00 0%	\$20,000.00	\$.00	\$20,000.00 100%		
	SE-2014-03-03-01	\$8,333.00	\$.00 0%	\$8,333.00	\$.00	\$8,333.00 100%		
	SE-2014-03-02-06	\$29,815.00	\$.00 0%	\$29,815.00	\$.00	\$29,815.00 100%		
	Speed Enforcement Total	\$58,148.00	\$.00 0%	\$58,148.00	\$.00	\$58,148.00 100%		
Paid Advertising								
	PM-2014-02-01-03	\$144,664.00	\$.00 0%	\$144,664.00	\$.00	\$.00 0%		
	Paid Advertising Total	\$144,664.00	\$.00 0%	\$144,664.00	\$.00	\$.00 0%		
	NHTSA 402 Total	\$3,805,966.33	\$1,229,106.00 24%	\$3,425,887.33	\$380,079.00	\$1,517,133.00 40%	\$277,614.00 50%	\$277,614.00 7%
408 Data Program SAFETEA-LU								
	K9-2014-07-01-00	\$2,681.00	\$.00 0%	\$.00	\$2,681.00	\$.00 0%		
	K9-2014-07-02-00	\$.00	\$56,500.00 100%	\$.00	\$.00	\$.00 0%		
	K9-2014-05-02-00	\$101,315.00	\$.00 0%	\$.00	\$101,315.00	\$.00 0%		
	K9-2014-05-01-07	\$122,004.00	\$.00 0%	\$.00	\$122,004.00	\$.00 0%		
	408 Data Program Incentive Total	\$226,000.00	\$56,500.00 20%	\$.00	\$226,000.00	\$.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)
408 Data Program SAFETEA-LU Total		\$226,000.00	\$56,500.00 20%	\$0.00	\$226,000.00	\$0.00	\$0.00	
410 Alcohol SAFETEA-LU								
	K8-2014-07-02-00	\$0.00	\$475,380.00 100%	\$0.00	\$0.00	\$0.00	\$0.00	
	K8-2014-04-01-00	\$7,500.00	\$0.00 0%	\$0.00	\$7,500.00	\$0.00	\$0.00	
	K8-2014-05-01-00	\$50,000.00	\$0.00 0%	\$0.00	\$50,000.00	\$0.00	\$0.00	
	K8-2014-07-01-00	\$90,960.00	\$0.00 0%	\$0.00	\$90,960.00	\$0.00	\$0.00	
410 Alcohol SAFETEA-LU Total		\$148,460.00	\$475,380.00 76%	\$0.00	\$148,460.00	\$0.00	\$0.00	
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2014-02-01-03	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00	\$0.00	
410 Alcohol SAFETEA-LU Paid Media Total		\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00	\$0.00	
410 Alcohol SAFETEA-LU Total		\$158,460.00	\$475,380.00 75%	\$0.00	\$158,460.00	\$0.00	\$0.00	
2010 Motorcycle Safety								
	K6-2014-05-01-02	\$22,000.00	\$0.00 0%	\$0.00	\$22,000.00	\$0.00	\$0.00	
2010 Motorcycle Safety Incentive Total		\$22,000.00	\$0.00 0%	\$0.00	\$22,000.00	\$0.00	\$0.00	
2010 Motorcycle Safety Total		\$22,000.00	\$0.00 0%	\$0.00	\$22,000.00	\$0.00	\$0.00	
164 Transfer Funds								
	164AL-2014-03-03-10	\$100,000.00	\$0.00 0%	\$0.00	\$100,000.00	\$100,000.00	100%	
	164AL-2014-06-02-00	\$100,000.00	\$0.00 0%	\$0.00	\$100,000.00	\$0.00	\$0.00	

**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)
	164AL-2014-03-01-02	\$24,000.00	\$.00 0%	\$.00	\$24,000.00	\$24,000.00 100%		
	164AL-2014-06-01-01	\$330,000.00	\$.00 0%	\$.00	\$330,000.00	\$.00 0%		
	164AL-2014-03-02-06	\$49,992.00	\$.00 0%	\$.00	\$49,992.00	\$49,992.00 100%		
	164AL-2014-03-04-07	\$145,500.00	\$.00 0%	\$.00	\$145,500.00	\$145,500.00 100%		
	164AL-2014-03-05-03	\$20,000.00	\$.00 0%	\$.00	\$20,000.00	\$20,000.00 100%		
	164AL-2014-03-06-08	\$20,000.00	\$.00 0%	\$.00	\$20,000.00	\$20,000.00 100%		
	164AL-2014-05-03-07	\$85,449.00	\$.00 0%	\$.00	\$85,449.00	\$.00 0%		
	164AL-2014-03-10-01	\$204,954.00	\$.00 0%	\$.00	\$204,954.00	\$204,954.00 100%		
	164AL-2014-03-09-07	\$28,884.00	\$.00 0%	\$.00	\$28,884.00	\$28,884.00 100%		
	164AL-2014-03-08-07	\$90,426.00	\$.00 0%	\$.00	\$90,426.00	\$90,426.00 100%		
	164AL-2014-03-07-04	\$22,000.00	\$.00 0%	\$.00	\$22,000.00	\$22,000.00 100%		
	164 Alcohol Total	\$1,221,205.00	\$.00 0%	\$.00	\$1,221,205.00	\$705,756.00 58%		
164 Paid Media								
	164PM-2014-02-01-03	\$534,200.00	\$.00 0%	\$.00	\$534,200.00	\$.00 0%		
	164 Paid Media Total	\$534,200.00	\$.00 0%	\$.00	\$534,200.00	\$.00 0%		
	164 Transfer Funds Total	\$1,755,405.00	\$.00 0%	\$.00	\$1,755,405.00	\$705,756.00 40%		

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-2014-03-04-06	\$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	\$218,247.00	\$.00 0%	\$109,123.50	\$109,123.50	\$.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-2014-03-12-05	\$15,000.00	\$.00 0%	\$7,500.00	\$7,500.00	\$.00 0%		
	M2HVE-2014-03-99-01	\$31,539.82	\$.00 0%	\$15,769.91	\$15,769.91	\$.00 0%		
	M2HVE-2014-07-01-00	\$91,940.00	\$.00 0%	\$45,970.00	\$45,970.00	\$.00 0%		
	M2HVE-2014-07-02-00	\$.00	\$402,099.00 100%	\$.00	\$.00	\$.00 0%		
	405b Low HVE Total	\$601,483.82	\$402,099.00 40%	\$300,741.91	\$300,741.91	\$.00 0%		
405b Low Training								
	M2TR-2014-02-03-00	\$50,000.00	\$.00 0%	\$25,000.00	\$25,000.00	\$.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)
	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	\$557,555.00	\$.00 0%	\$278,777.50	\$278,777.50	\$.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	\$626,824.00	\$.00 0%	\$313,412.00	\$313,412.00	\$.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	\$1,608,393.82	\$402,099.00 20%	\$804,196.91	\$804,196.91	\$.00 0%		
MAP 21 405c Data Program								
	M3DA-2014-05-01-00	\$1,200,911.32	\$.00 0%	\$600,455.66	\$600,455.66	\$.00 0%		
	M3DA-2014-06-02-08	\$100,000.00	\$.00 0%	\$50,000.00	\$50,000.00	\$.00 0%		
	M3DA-2014-06-03-11	\$66,000.00	\$.00 0%	\$33,000.00	\$33,000.00	\$.00 0%		
	M3DA-2014-07-02-00	\$.00	\$341,728.00 100%	\$.00	\$.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)
	405c Data Program Total	\$1,366,911.32	\$341,728.00	\$683,455.66	\$683,455.66	\$0.00	0%	
			20%					
	MAP 21 405c Data Program Total	\$1,366,911.32	\$341,728.00	\$683,455.66	\$683,455.66	\$0.00	0%	
			20%					
MAP 21 405d Impaired Driving Mid								
	M5HVE-2014-07-02-00	\$0.00	\$1,164,413.00	\$0.00	\$0.00	\$0.00	0%	
			100%					
	M5HVE-2014-03-03-08	\$789,984.00	\$0.00	\$394,992.00	\$394,992.00	\$0.00	0%	
			0%					
	M5HVE-2014-03-07-06	\$88,564.00	\$0.00	\$44,282.00	\$44,282.00	\$0.00	0%	
			0%					
	M5HVE-2014-03-09-03	\$20,000.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00	0%	
			0%					
	405d Mid HVE Total	\$898,548.00	\$1,164,413.00	\$449,274.00	\$449,274.00	\$0.00	0%	
			56%					
405d Mid ID Coordinator								
	M5IDC-2014-07-01-00	\$109,932.00	\$0.00	\$54,966.00	\$54,966.00	\$0.00	0%	
			0%					
	405d Mid ID Coordinator Total	\$109,932.00	\$0.00	\$54,966.00	\$54,966.00	\$0.00	0%	
			0%					
405d Mid BAC Testing/Reporting								
	M5BAC-2014-05-01-06	\$181,000.00	\$0.00	\$90,500.00	\$90,500.00	\$0.00	0%	
			0%					
	M5BAC-2014-06-01-00	\$350,000.00	\$0.00	\$175,000.00	\$175,000.00	\$0.00	0%	
			0%					
	405d Mid BAC Testing/Reporting Total	\$531,000.00	\$0.00	\$265,500.00	\$265,500.00	\$0.00	0%	
			0%					
405d Mid Paid/Earned Media								
	M5PEM-2014-02-01-03	\$153,921.56	\$0.00	\$76,960.78	\$76,960.78	\$0.00	0%	
			0%					
	M5PEM-2014-02-02-00	\$404,090.00	\$0.00	\$202,045.00	\$202,045.00	\$0.00	0%	
			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 Paid/Earned Media Total		\$558,011.56	\$.00 0%	\$279,005.78	\$279,005.78	\$.00 0%		
405d Mid Training								
	M5TR-2014-04-01-00	\$10,000.00	\$.00 0%	\$5,000.00	\$5,000.00	\$.00 0%		
	M5TR-2014-05-01-01	\$75,000.00	\$.00 0%	\$37,500.00	\$37,500.00	\$.00 0%		
	M5TR-2014-05-02-01	\$80,000.00	\$.00 0%	\$40,000.00	\$40,000.00	\$.00 0%		
	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%		
	M5TR-2014-05-03-10	\$75,000.00	\$.00 0%	\$37,500.00	\$37,500.00	\$.00 0%		
	405d Mid Training Total	\$636,047.00	\$.00 0%	\$318,023.50	\$318,023.50	\$.00 0%		
405d Mid Other Based on Problem ID								
	M5OT-2014-07-01-01	\$1,924,111.00	\$.00 0%	\$962,055.50	\$962,055.50	\$.00 0%		
	405d Mid Other Based on Problem ID Total	\$1,924,111.00	\$.00 0%	\$962,055.50	\$962,055.50	\$.00 0%		
MAP 21 405d Impaired Driving Mid Total		\$4,657,649.56	\$1,164,413.00 20%	\$2,328,824.78	\$2,328,824.78	\$.00 0%		
MAP 21 405f Motorcycle Programs								
	M9MT-2014-02-02-14	\$19,800.00	\$.00 0%	\$9,900.00	\$9,900.00	\$.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)
	M9MT-2014-07-02-00	\$.00	\$34,283.00 100%	\$.00	\$.00	\$.00	\$.00	0%
	M9MT-2014-05-01-02	\$44,440.57	\$.00 0%	\$22,220.29	\$22,220.28	\$.00	\$.00	0%
	M9MT-2014-02-01-16	\$51,200.00	\$.00 0%	\$25,600.00	\$25,600.00	\$.00	\$.00	0%
	405f Motorcyclist Training Total	\$115,440.57	\$34,283.00 23%	\$57,720.29	\$57,720.28	\$.00	\$.00	0%
405f Motorcyclist Awareness								
	M9MA-2014-04-01-00	\$5,731.57	\$.00 0%	\$2,865.78	\$2,865.79	\$.00	\$.00	0%
	M9MA-2014-02-01-03	\$15,959.00	\$.00 0%	\$7,979.50	\$7,979.50	\$.00	\$.00	0%
	405f Motorcyclist Awareness Total	\$21,690.57	\$.00 0%	\$10,845.28	\$10,845.29	\$.00	\$.00	0%
MAP 21 405f Motorcycle Programs Total		\$137,131.14	\$34,283.00 20%	\$68,565.57	\$68,565.57	\$.00	\$.00	0%
	NHTSA Total	\$13,737,917.17	\$3,703,509.00 21%	\$7,310,930.25	\$6,426,986.92	\$2,222,889.00	\$277,614.00	\$277,614.00 2%
	Total	\$13,737,917.17	\$3,703,509.00 21%	\$7,310,930.25	\$6,426,986.92	\$2,222,889.00	\$277,614.00	\$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)**

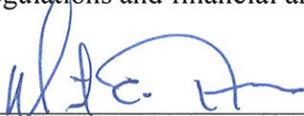
State: Oklahoma

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

This page left intentionally blank

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.

As of June 1, 2013, Oklahoma's recertification rate for CPS technicians stood at 44.6 percent, below the national average of 57.4 percent. According to Safe Kids Worldwide studies, a vast majority of parents or caregivers struggle with properly installing child restraint seats. Calendar year 2012 Oklahoma survey results reflect a child restraint use rate of 89.1% (although that refers to observed use rate, not necessarily reflecting proper use).

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.

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

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 Hounsome
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.

This page left intentionally blank

Part 2: Traffic Records (23 CFR 1200.22)

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

OKLAHOMA DEPARTMENT OF PUBLIC SAFETY

This page left intentionally blank

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

This page left intentionally blank

Part 3: Impaired Driving (23 CFR 1200.23)

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

OKLAHOMA DEPARTMENT OF PUBLIC SAFETY

This page left intentionally blank

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



The seal of the State of Oklahoma is circular, featuring a five-pointed star in the center. The star is surrounded by a wreath. The words "SEAL OF THE STATE OF OKLAHOMA" are inscribed around the perimeter of the seal, and the year "1907" is at the bottom.

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

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

Liz Gifford, Director

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

**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

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

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

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

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

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

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

MICHAEL C. THOMPSON
CABINET SECRETARY
SAFETY & SECURITY



MARY FALLIN
GOVERNOR

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 "M.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

This page left intentionally blank

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.

COPY

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
--	--

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.

COPY

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.

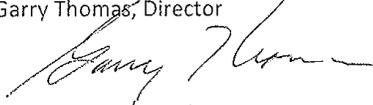
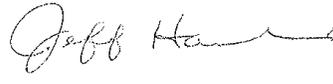
PROJECT EVALUATION
<ol style="list-style-type: none"> 1. Increase the number of audits from 0 in SFY 2012 to 13 in SFY 2013.

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.

COPY

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

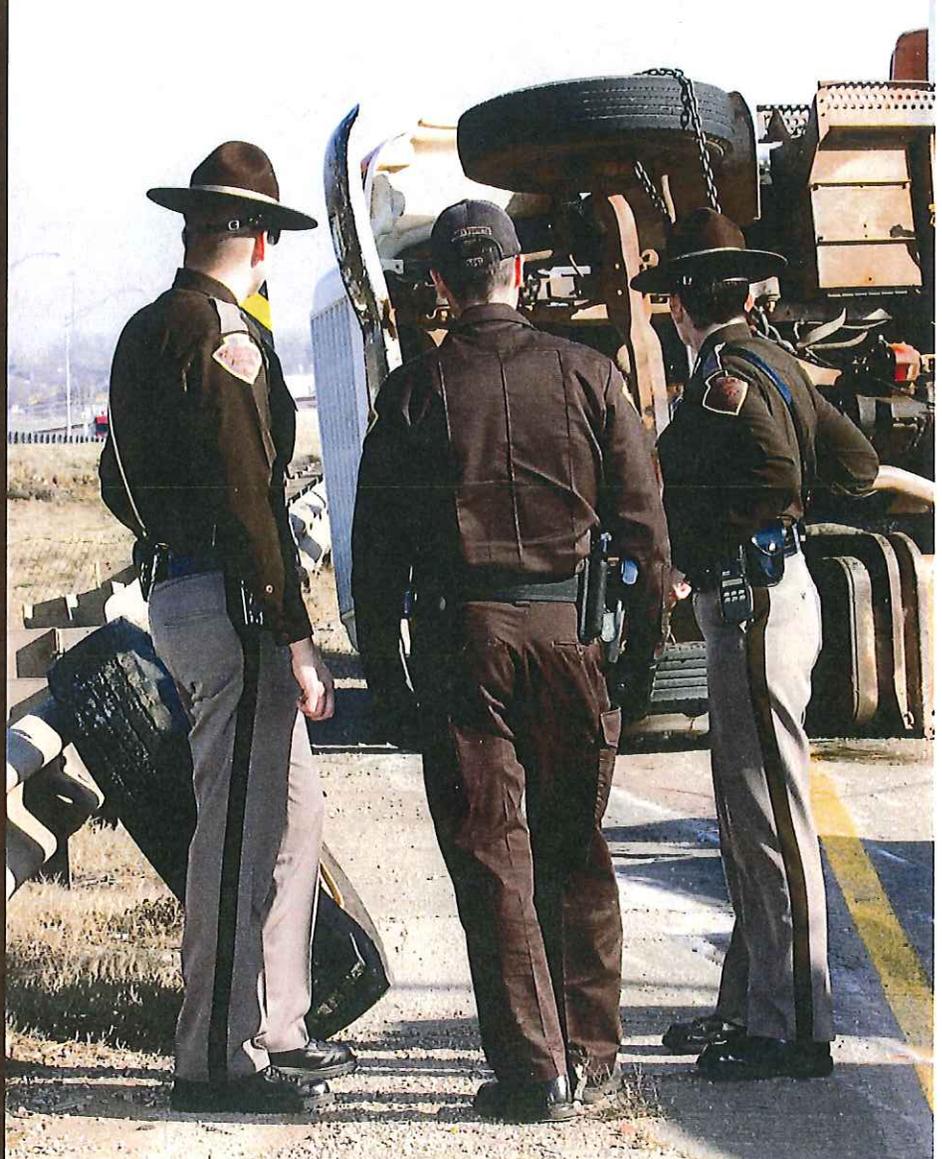
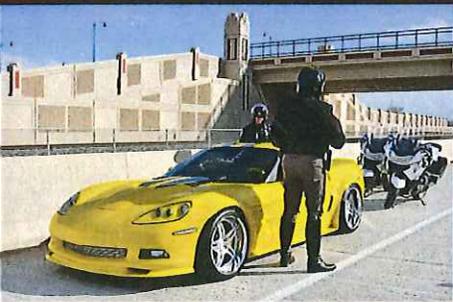
There is hereby created in the State Treasury a revolving fund for the Department of Public Safety to be designated the "Motorcycle Safety and Education Program Revolving Fund". The fund shall be a continuing fund, not subject to fiscal year limitations, and shall consist of all fees, donations, federal 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



OKLAHOMA HIGHWAY PATROL



MEETING THE CHALLENGES
OF PROVIDING A SAFE, SECURE
ENVIRONMENT FOR THE PUBLIC







THE OKLAHOMA DEPARTMENT OF PUBLIC SAFETY

Mission Statement

Working to provide a safe, secure environment for the public through courteous, quality and professional services.

Duties and Responsibilities

The Department of Public Safety is charged with the responsibility of enforcing the laws relating to the operation and use of vehicles on the highways of the state, the examination of drivers applying for licenses, control of driver licenses and regulations, telecommunications, OLETS, financial responsibility, regulation and control of motor boats and vessels on lakes and waterways of Oklahoma, the responsibility for the personal security and protection of the Governor and the Governor's immediate family, the security and protection of the Governor's Mansion and grounds, and providing for accumulation and rapid retrieval of information on criminal and traffic laws offenders. The Department is organized into sections and sub-divisions to carry out these responsibilities.



THE OKLAHOMA HIGHWAY PATROL



As a Division of the Department of Public Safety, the Oklahoma Highway Patrol (OHP) represents the State of Oklahoma's front line jurisdictional law enforcement presence on the more than 112,000 miles of primary and secondary transportation system. Loyalty, duty, respect, selfless service, honor, integrity and professionalism are core values instilled in every member of the Oklahoma Highway Patrol from the first day they report to the academy as cadets. The 125 troopers that graduated the first academy in 1937

began a tradition that has continued to thread its way through the organization's history, a tradition that distinguishes the state law enforcement agency from all others. The tradition begins with a military-style academy that instills professional qualities in all troopers that stay with them throughout their careers.



When ideally staffed, the Patrol includes not only field troopers, but several areas of special services including Public Affairs, Executive Security, Capitol Section, Marine Enforcement, Training, Bomb Squad, Motorcycle, Tactical Teams, Special Operations, Aircraft, Audits and Fraudulent Driver License. The department revived "The Flying Squadron", a motorcycle division. A bomb squad was organized who operate state-of-the-art equipment unparalleled in Oklahoma including two bomb trucks and robots. The east and west tactical teams continue to send their troopers through

specialized training programs that elevate them to the best in the state. Special Operations, formerly Criminal Interdiction, now has troopers who each have a well-trained drug canine.

Specific Organization, Staffing and Specializations

The majority of the members of the OHP are assigned to thirteen strategically located field Troops, A through M and the turnpike Troops, X and Y. Field troopers are the Patrol's boots on the ground and are first responders to emergency situations from traffic collisions to natural disasters and civil disorders. Troopers provide everyday service to the public, whether it be a motorist assist or promoting Oklahoma to a visitor in the state. Troopers are prepared and willing to assist any law enforcement agency when asked and perceptive to take the initiative to offer assistance when needed. Oklahoma's Troopers are the face of safety for the traveling public.





Troop SO or "Special Operations" encompasses several focused divisions and units. Criminal Interdiction consists of Troopers with special training and equipment to enable them to detect and arrest criminals of all types as they travel on the highways of Oklahoma. This group of Troopers are also trained as Canine Handlers. The Evidence unit is responsible for receiving and tracking all evidence and contraband that is seized by the Oklahoma Highway Patrol. Finally, Asset Forfeiture tracks all arrests, both in state and federal courts, where the Oklahoma Highway Patrol may be involved in seizure of property.

Troop R, otherwise referred to as the Capitol Section is responsible for law enforcement, police services, safety and protection of the State Capitol Complex in Oklahoma City and Tulsa. The Troop has the primary responsibility to provide for the safety and security of all three branches of Oklahoma State government. In addition, The Capitol Patrol is also the primary law enforcement agency for over 70 state facilities and thousands of citizens, visitors, elected officials, and employees each day.



Troop S is the Commercial Motor Vehicle Enforcement branch of the OHP. More commonly known as Size and Weights, Troop S is mainly concerned with Commercial Motor Vehicle enforcement. By employing innovative and effective enforcement strategies based upon statistical data, the troopers of Troop S pursue public safety through the reduction of commercial vehicle crashes. These Troopers work every day to make sure commercial vehicles are being safely operated and legally loaded to enhance the safety of all travelers and to protect the multi-billion dollar asset that is represented in transportation infrastructure.

Troop T is the Oklahoma Highway Patrol's Training Division and is responsible for the entry-level and continuing education of all department employees. The Training Division is comprised of four detachments including Technical Skills, Academy Development, Defensive Tactics, and Legal Research. In addition to these detachments, the training division oversees the Statewide D.A.R.E. program.



The primary function of the OHP Training Division is to plan, organize, and conduct the Oklahoma Highway Patrol Academy as well as continuing education programs for all Department employees. The training division is located on the Department of Public Safety grounds in the Robert R. Lester Training Center. The training center houses classrooms, a dormitory, cafeteria facilities, a computer lab, and a physical fitness center sufficient to conduct both an OHP Academy and on-going training concurrently. The facility is also home to the Department's Command Center.



Troop W is the Marine Enforcement branch of the department and provides service to 38 state lakes and recreation areas consisting of 4,385 miles of shoreline and 490,215 surface acres of water. In addition to regular water patrol duties, troopers are called upon to conduct search and rescue missions, investigate boating accidents and drowning incidents and assist state and local authorities in natural disaster situations where their expertise are needed.

The Oklahoma Highway Patrol also maintains a highly skilled and qualified Dive Team comprised by Troopers & Supervisors from throughout the state. Their primary purpose is to provide a recovery team at any location in the state of Oklahoma for the recovery of victims, vehicles, and/or evidence from drownings, vehicle or boating accidents, natural disasters, and the investigation of any criminal act involving the waters of the state. The Dive Team also responds to request for public relations such as displays, festivities, public education, and other civic events.



The Executive Security Division is represented by Troop ES and carries out the Department's statutory mandate to provide protection, security services, and transportation, for the Governor and their immediate family and the Lieutenant Governor.



The Oklahoma Highway Patrol re-introduced motorcycles in January 1999 after phasing them out in the early 1940's. Today the Troop MC of the Patrol operates a fleet of police motorcycles. The primary mission of the motorcycle division is traffic enforcement. In addition to traffic enforcement the unit also provides escorts for special events and special duties assigned by the Chief's office.

Personnel in Troop O provide airborne assistance to OHP ground units in traffic enforcement, manhunt and search and rescue operations. This troop also provides state administrative personnel with transportation. The Patrol currently operates a fleet of 7 fixed-wing aircraft and 2 helicopters.



The Bomb Squad, consisting of bomb techs and K9s, is responsible for 75 counties (excluding Oklahoma and Tulsa). Bomb techs respond to all bomb calls and are hazardous materials-trained to handle chemical events. They also instruct CLEET and local Fire and Police in explosive and hazardous materials awareness. In 2012 the OHP Bomb Squad responded to 273 Calls.

The OHP Tactical Team has been in existence since 1978. The Tactical Team responds to manhunts, search & rescue operations, high risk warrants, hostage/barricaded subjects and any other duties required by the Chief's Office. Tactical Team Troopers are dispersed geographically throughout the state enabling the team to respond to most situations within a short period of time.



Primary Focus Areas

The safety of the traveling public, regardless of vehicle type or highway system classification, is of paramount concern for the OHP. In addition to common law enforcement responsibilities, Troopers are charged with monitoring the transportation system and enforcing traffic and vehicular laws in order to facilitate safe passage. The most effective transportation safety strategies employed always involve and consider the "3 E's" as follows:

Engineering – design safe facilities and implement improvements with demonstrated effectiveness.

Enforcement – enforce existing traffic laws and speed limits and tailor enforcement activities for locations and time periods where undesirable patterns become evident including high concentrations of targeted crash types or behavioral occurrences. A well-trained, adequately staffed and highly visible enforcement presence on the transportation system is necessary to facilitate safe travel and enhance incident response times.

Education – educate operators and drivers to make sure that the responsibility and dangerous nature of operating motor vehicles is understood and they are properly prepared, capable and appropriately licensed for safe travel.

The OHP relies on other Agencies such as the Department of Transportation and County and Municipal governments to provide properly designed facilities to the extent practical. However, the Patrol is considered as the primary authority for Oklahoma's motor vehicle law enforcement along with motorist education, testing and licensing. When accidents or other emergencies do occur, a Trooper is often the initial first responder on the scene and is expected to professionally assess the conditions at the site and communicate situational needs to other responders.

It is important to note that since 2006, Oklahoma has experienced a significant increase in fatalities on the state highway system involving motorcycles. Motorcycle involved fatalities have risen from 75 in 2006 to an average of 98 fatalities annually from 2007 thru 2011. This trend has caused great concern for both the Department of Transportation (ODOT) and the Department of Public Safety (DPS).

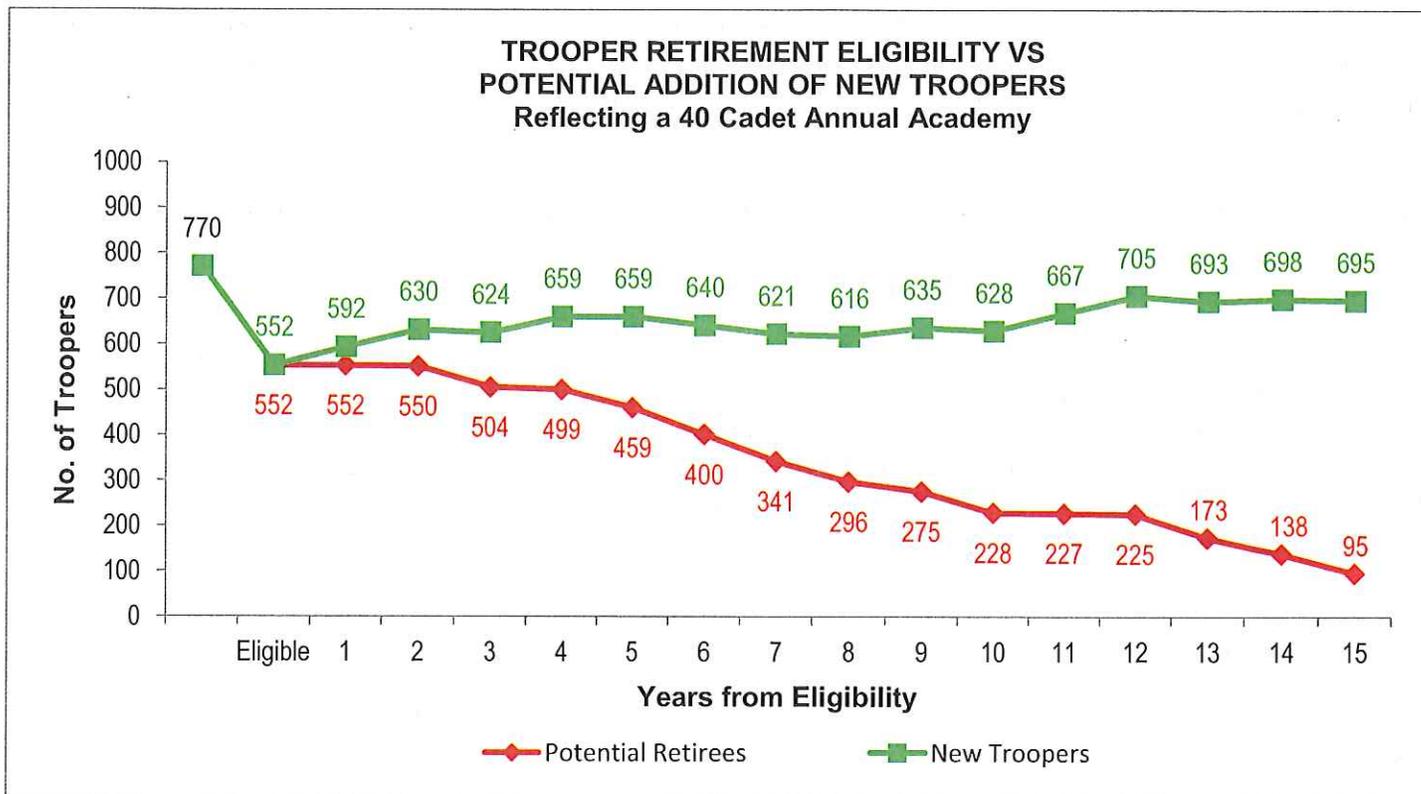
Motorcycle fatalities are especially concerning when considering that motorcycle transportation represents a very small percentage of the daily vehicle miles traveled (DVMT) in Oklahoma, yet typically constitute more than ten percent of fatalities occurring due to motor vehicle accidents. These accidents represent a disproportionate and alarmingly high fatality rate with motorcycle riders being an estimated 35 times more likely than passenger car occupants to die in a motor vehicle traffic crash.

In response to this trend, ODOT and DPS partnered in 2011 to develop a Statewide Motorcycle Safety and Education Program that seeks to reduce motorcycle crashes that result in fatalities and injuries. The program seeks to curb aggressive driving and speeding by motorcycle users through educational opportunities that assist riders in developing enhanced behaviors and skills. The Oklahoma Highway Patrol is now regularly conducting a Motorcycle Safety Training Course. This course is designed to improve all facets of motorcycle safety and is focused on safe motorcycle rider training, education of other motorists, and motorcycle safety awareness.

CHALLENGES FACED BY THE OKLAHOMA HIGHWAY PATROL

Trooper Staffing Concerns

In 1998 the Oklahoma Highway Patrol employed 826 Troopers and today there are 770. Of those, 218 are currently eligible for retirement and over the next 5 years an additional 93 will reach eligibility. Each year, when adequately funded, the OHP academy accepts 40 cadets. Should Troopers elect to retire when they reach 20 years of service the reduction in the workforce would exceed the addition of 40 new Troopers each year. At the rate of potential retirements the number of Troopers would not climb back to the current 770 even within the next 16 years.

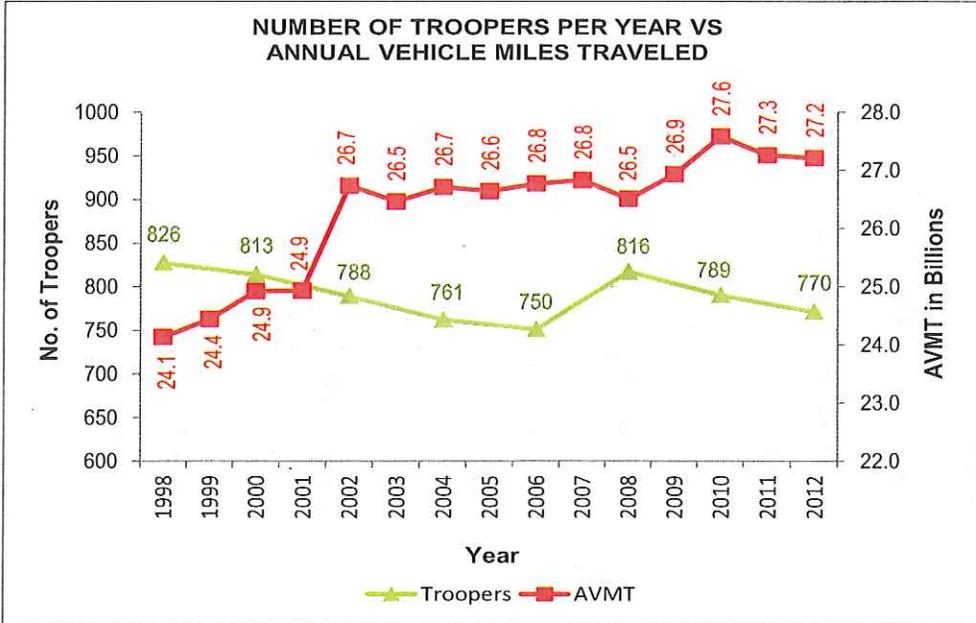


As the number of Troopers continues to decrease the ability to adequately perform critical services also decreases. The OHP Tactical Team and Dive Team are staffed by regular patrol Troopers who are on call 24/7. In addition to responding to emergency duty for these services Troopers are also responsible for providing Agency Assists. In 2012 the OHP assisted other Agencies over 4,000 times including manhunts, natural disasters, pursuits, grass fires, warrant services and manmade catastrophes. Each unique response results in fewer Troopers on the highway.

The OHP recognizes the importance of educating future and current drivers of the laws and safe driving and direct each Trooper to be involved in the community through public outreach at least once a month. However, the shortage of Troopers and need to ensure an adequate presence on the highway may limit the time spent providing safety education.

Increased Traffic Volume

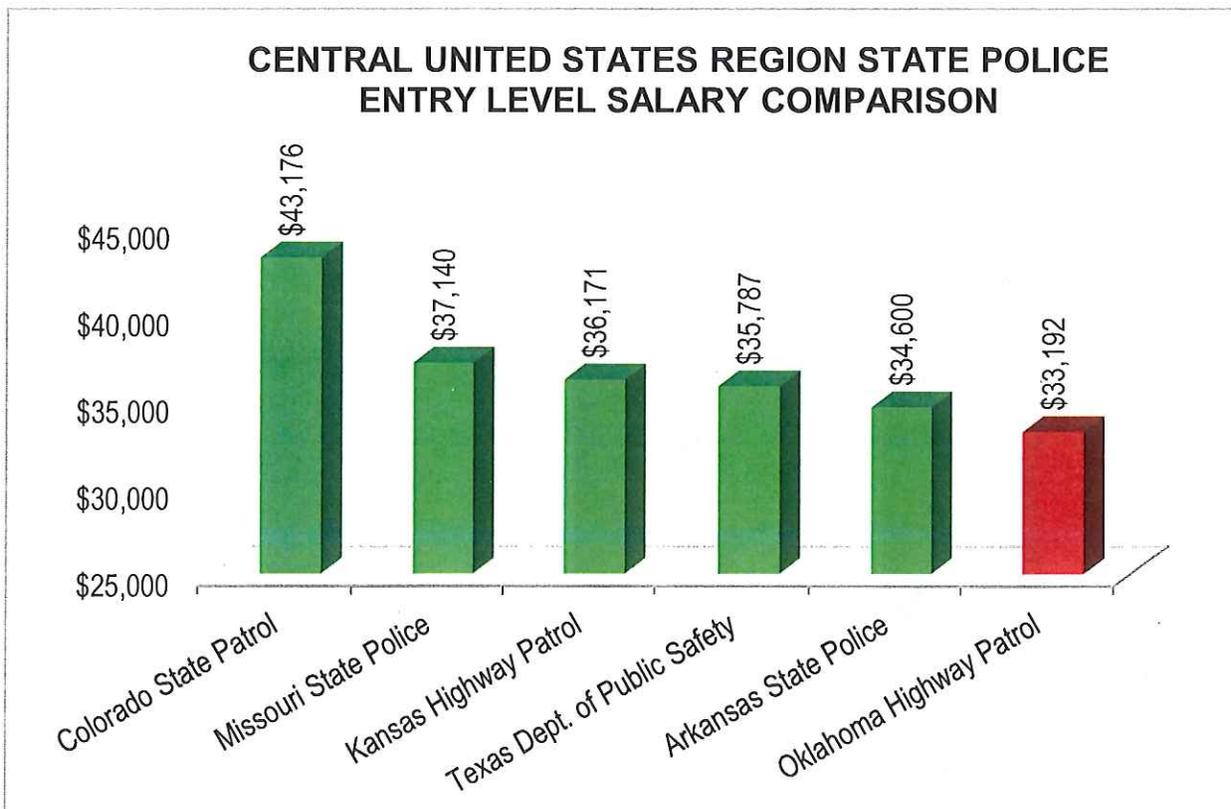
While the number of Troopers has steadily decreased since 1998 the Annual Vehicle Miles Travelled (AVMT) in Oklahoma has increased substantially. In 1998 the 826 Troopers were responsible for 24.1 billion AVMT or 29.18 million AVMT per Trooper. Today the 770 Troopers are responsible for 27.2 billion AVMT or 35.64 million AVMT per Trooper. In 2012 the OHP had **4,732** Agency Assists, the Violent Crimes Fugitive Taskforce made 555 arrests and the Tactical team were called out 10 times and made 50 arrests resulting in the seizure of well over 2,000,000 pounds of drugs.



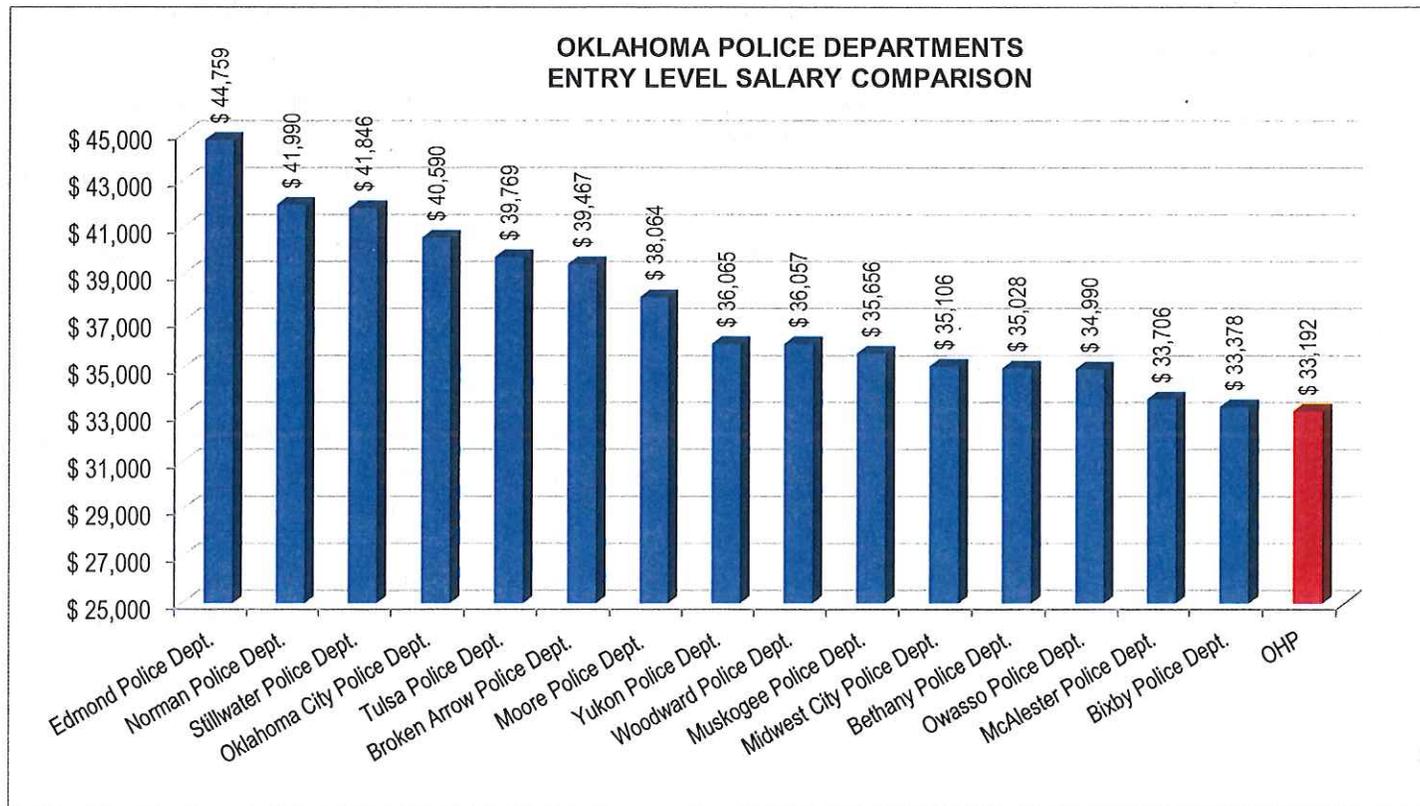
A critical factor in the OHP's ability to maintain an adequate number of Troopers is the opportunity to conduct annual academies. In 2003, 2004, 2010 and 2011 funding was not available to conduct academies. Combine this with an increasing attrition rate and the result is the inability for the OHP to sustain a sufficient staff of Troopers necessary for supporting an ever increasing volume of traffic on Oklahoma's highways.

Competitive Trooper Salary Concerns

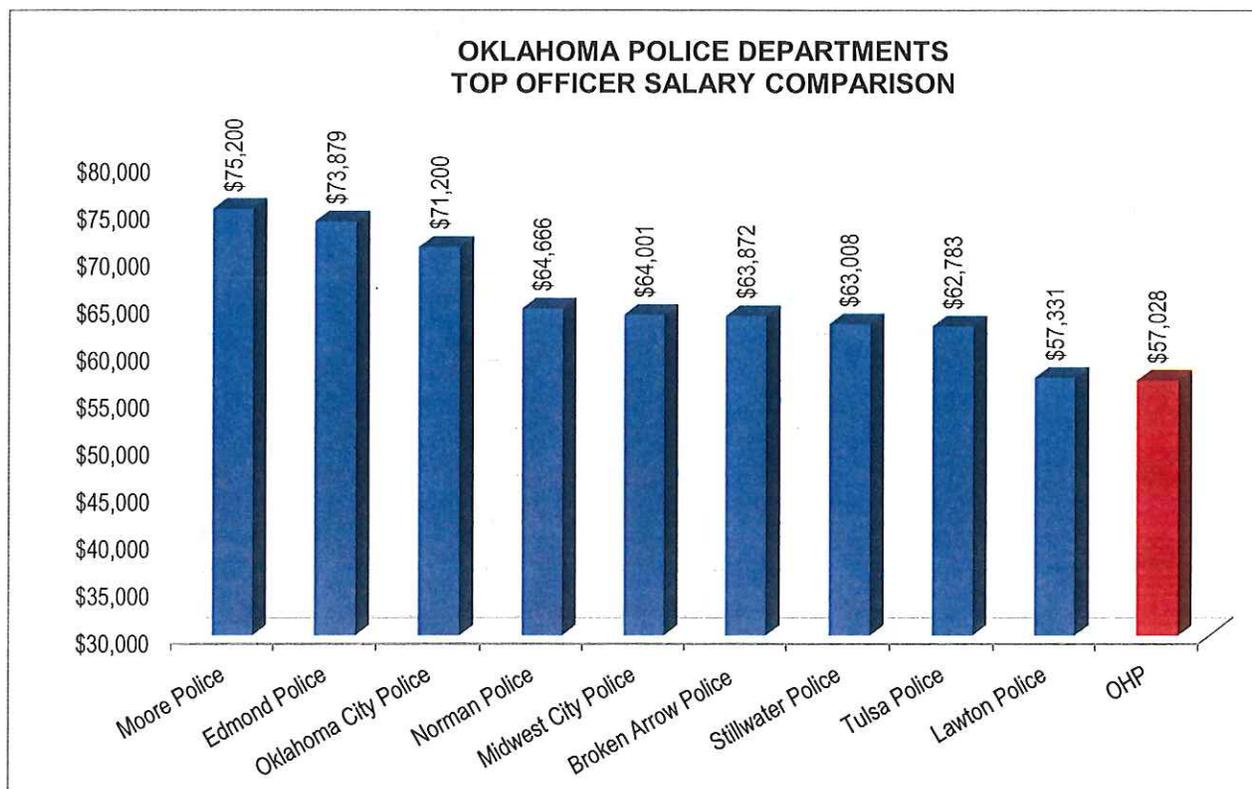
While Oklahoma's AVMT growth rate is the third fastest in the six regional States, new Troopers can expect to earn less than their regional counterparts.



Oklahoma Statute requires a minimum of 2 years of college to be eligible to become a Trooper. The demand on education coupled with the necessary ability to adapt to the advancement in technology and equipment will narrow the applicant field for the OHP academy. Add to that the entry salary level for a Trooper and the field narrows even more. Entry level Troopers rank 16th out of large city law enforcement departments.



At the current salary structure, promotions within the OHP do not allow Troopers to keep pace with other Oklahoma top paid law enforcement officers.

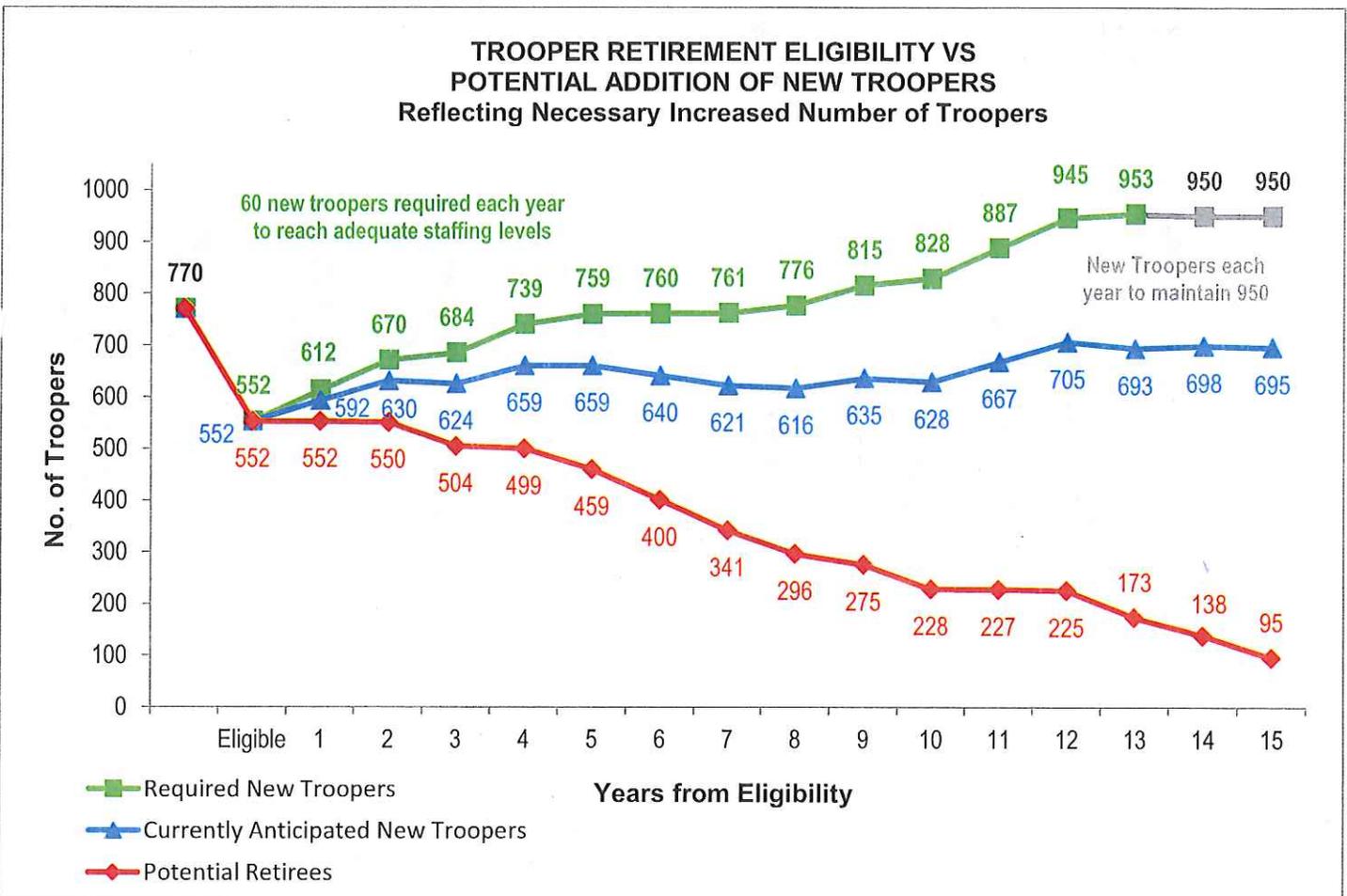


OPPORTUNITIES TO ENHANCE THE OKLAHOMA HIGHWAY PATROL

Establish an Adequate Number of Troopers

Based on the increase from 29.18 million Annual Vehicle Miles Travelled patrolled per Trooper in 1998 to 35.64 million per Trooper today a total of 932 Troopers are required this year to adequately patrol the highway system. Anticipating a continuation of the State's escalating population and economic boom and to ensure the safety of an increasing number of drivers on the State's highway system the OHP projects the need to increase the number of Troopers to 950 over the next 12 years.

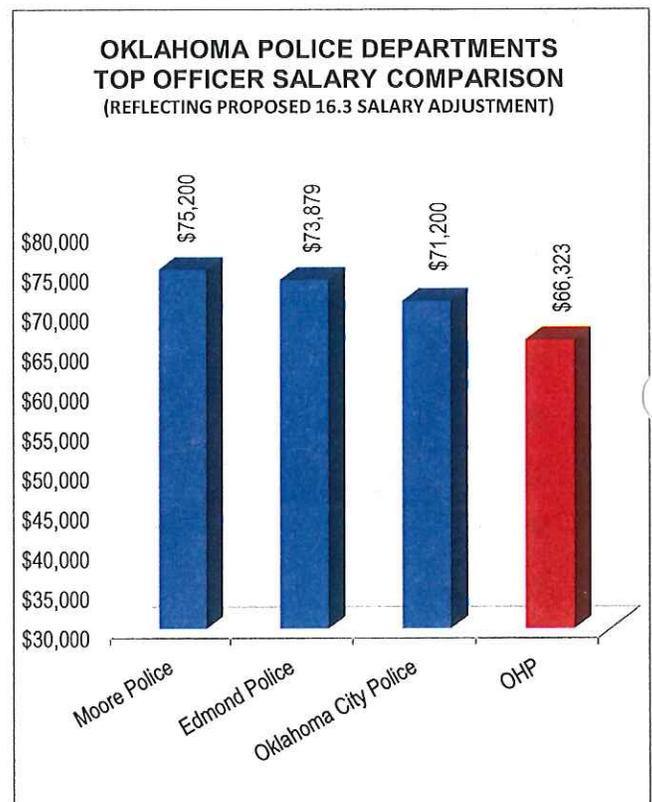
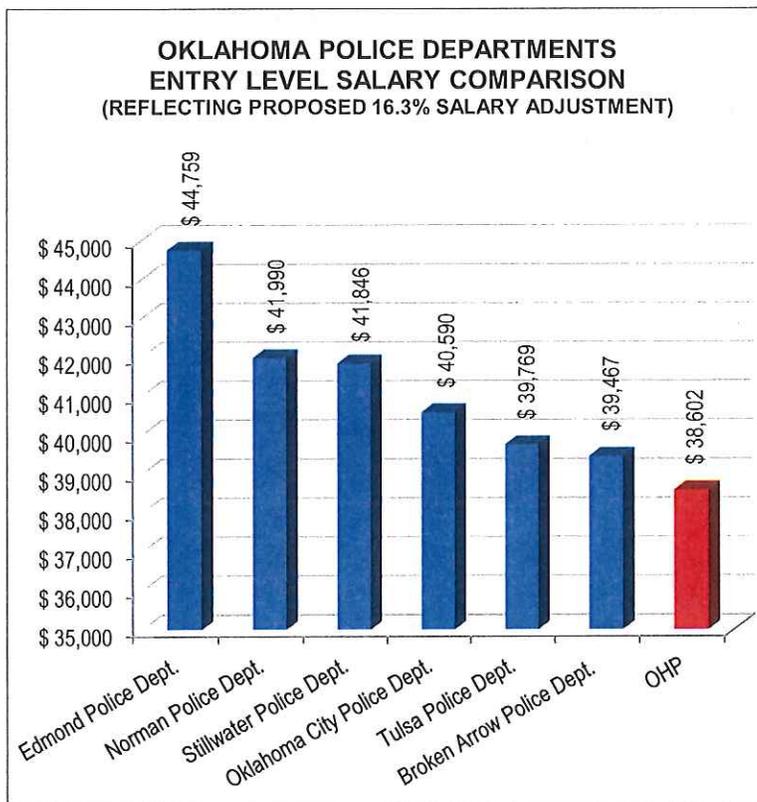
In order to achieve the optimal number of Troopers the OHP proposes increasing the number of cadets attending the annual Patrol Academies from 40 to 60 for the next 13 years. Even with this recommended increase, the rate of Troopers eligible for retirement can potentially prevent the OHP from reaching the desired number of 950 until the year 2026. Once that goal is reached it will take more competitive wages, good benefits, and sound leadership to retain that number of quality Troopers. The estimated cost of a new Trooper is \$133,000 for annual salary and benefits, required training, and necessary equipment including vehicle, weaponry, uniform, computer, etc.



Adjust Starting Trooper Salary

Due to the limit of 40 cadets per annual patrol academy and four previous years without academies the pool of quality applicants has proven to be adequate for each academy. Unfortunately the entry level salary of an OHP Trooper ranks 16th in the state of Oklahoma and 6th out of Troopers in an 8 state region. In time this will begin to have a detrimental effect on OHP's ability to recruit new Troopers as candidates may be encouraged to join other law enforcement agencies for a higher starting pay. Additionally, new Troopers are required to accept that they may be regionally assigned any where in the State following the completing the academy. This can result in limiting the potential candidates.

The OHP is recommending adjusting the starting pay for Troopers 16.3% based on 90% of an average of the top three highest paid law enforcement departments in Oklahoma. This increase will situate new OHP Troopers at 7th in Oklahoma allowing OHP to be competitive in attracting quality applicants and well-trained Troopers.



Increase the OHP Annual Budget

An increase of \$7.3 million to the OHP annual budget will be required to accommodate the recommended 16.3% adjustment of Trooper and Communications salaries.



THE DRIVER LICENSE EXAMINING DIVISION

As a Division of the Department of Public Safety, the Driver License Examining Division issues permits for driver education instructors, administers tests for the purpose of issuing driver licenses, and provides administrative services related to the issuance and renewal of driver licenses and identification cards.

A number of issues have affected the ability of DPS to reduce wait times for the public seeking a driver's license:

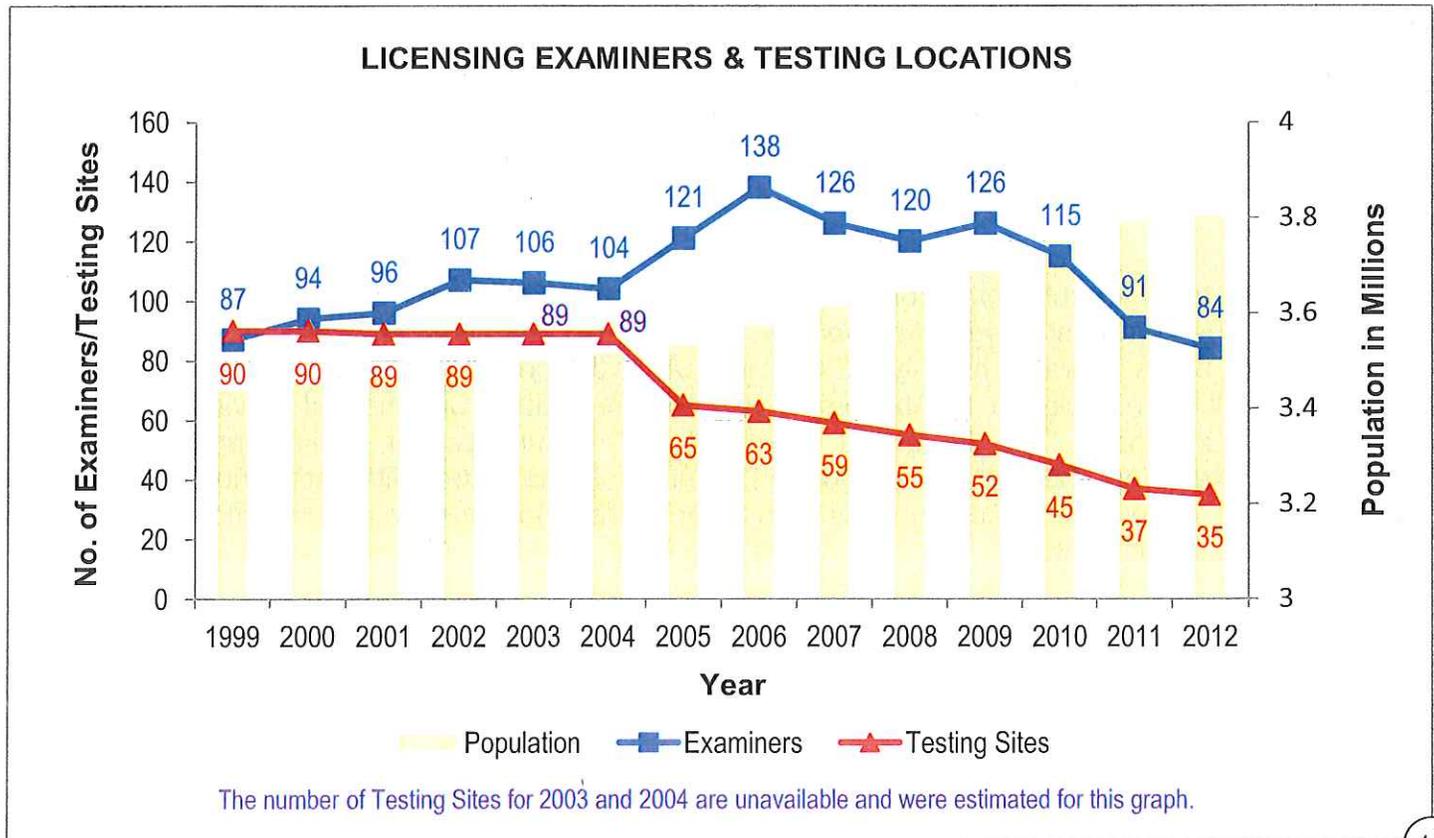
Strength: The number of employees in the driver's license division who were capable of administering a written and/or driving test has reduced significantly over recent years. From 2006 to 2011, the department experienced a 39% loss.

Testing Sites: The number of sites to administer driving tests also experienced a significant reduction. From 2007 – 2011, the department experienced a 37% loss of test sites. Current number of testing sites is 35.

State Population: Since 1999 the State of Oklahoma has experienced a 10.6% growth in population from 3.44 million citizens to 3.80 million.

Federal & State Mandates: In combination with fewer employees and fewer testing sites and efforts to comply with federal and state mandates added significant increases to driver license wait time. Some of the new mandates include:

- 2000 - Patriot Act & graduated driver license law
- 2003 - Digital Driver License System
- 2005 - Federal CDL requirements (testing model for knowledge / skills)
- 2006 - Sex Offender Law
- 2007 - Immigration Law (proving citizenship)
- 2009 - Separation of Class D & CDL examiners (17% loss overnight)
- 2010 - Emergency contact information on license
- 2012 - Medical Certification (MEDCERT) Requirement (Federal)



OPPORTUNITIES TO ENHANCE THE DRIVE LICENSE EXAMINING DIVISION

Implement Technology Solutions to Reduce Driver License Wait Times

Beginning in 2004 the DPS reduced the number of testing sites due a lack of manpower to staff the locations. Many of the sites were 1 day a month or 1 day a week sites and were eliminated in favor of allocating available personnel to larger locations that were open 5 days a week. This provided adequately staffed testing sites until budget cuts prevented filling Examiner positions vacated due to routine retirements and resignations. During that same period, the State offered buyouts to state employees resulting in the reduction of an additional 6 Examiners whose positions were also not filled.



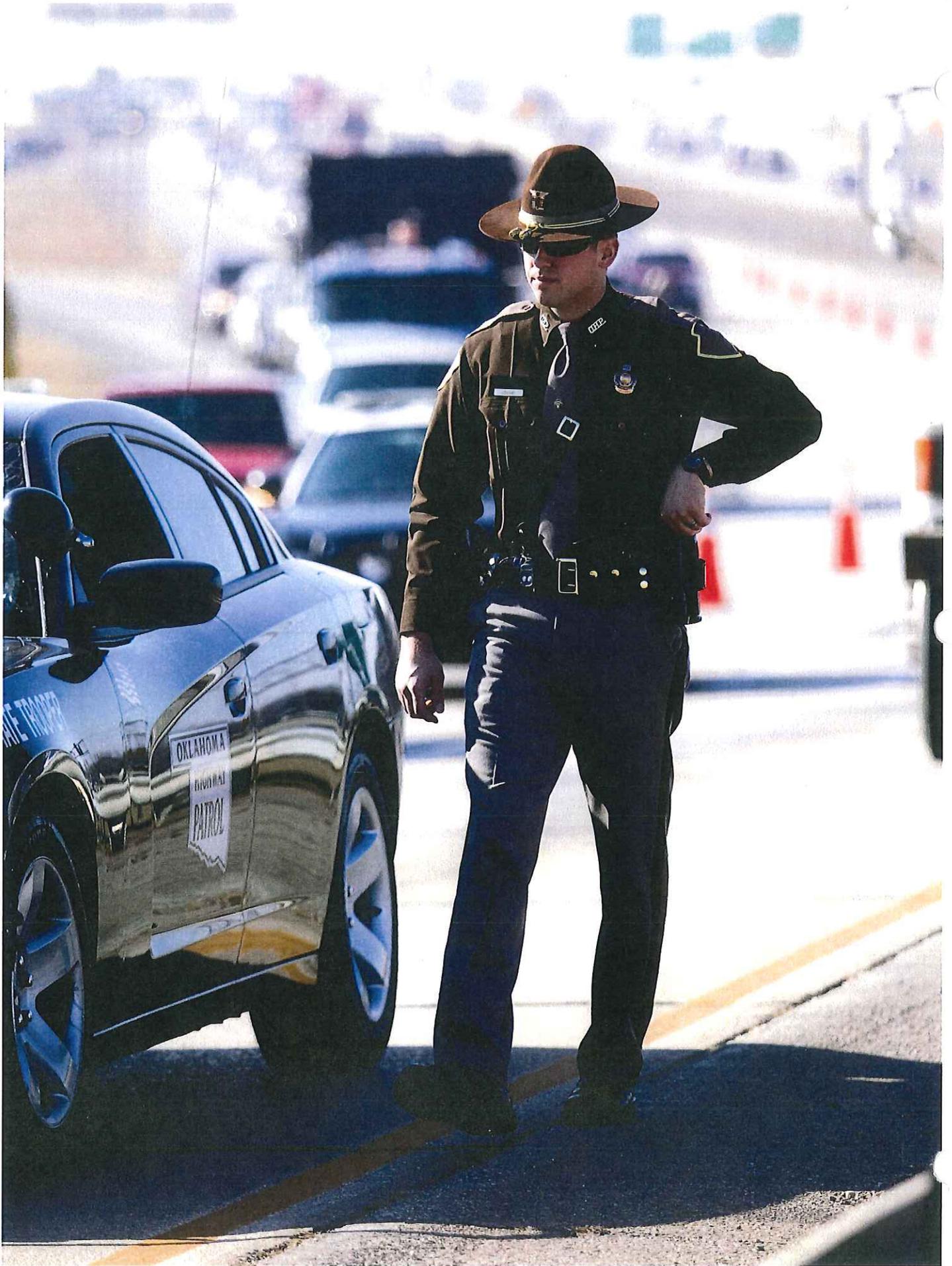
Each year the DPS has experienced a continuing reduction on both Examiners and testing sites. The result is a dramatically increased wait time which results in a number of complaints. In an effort to reduce the wait times DPS is implementing the Designated Examiner (DE) that will allow certified driver education instructors to administer the driving skills tests. This program, when fully implemented, will help reduce the number of DPS Examiner administered driving tests.

However, benefits of the program will only be fully realized by the development of computer software that will allow the DEs to interact with the DPS mainframe. Currently, after an applicant takes the test with a DE, they must visit DPS to have the restrictions removed before going to a tag agent for the driver's license. Once the DEs are able to directly enter tests scores into the mainframe the applicants can bypass DPS and go straight to a tag agent. Once this programming is completed there will be a significant reduction in wait times and lines at DPS examination sites.

The DPS is also piloting an online appointment scheduling system at the Oklahoma City testing location. This will allow people to make an appointment for any driver license service from their home computer or smart phone. This service will be expanding to the OKC metro area and fully online towards the end of 2013 and will aid in greatly reducing wait times for applicants and the number of complaints.

Until these systems are fully operational additional personnel for OKC metro testing sites is necessary to overcome the current shortage of manpower. For example, the OKC SW office should be staffed at 11 Examiners but is operated by only 6 Examiners. After the new systems are in place the additional Examiners will be reassigned to Auditors to monitor the State's Commercial Driving Schools and Designated Examiners. The increased oversight will ensure proper testing practices by the Designated Examiners. Beyond increasing the Examiners in the metropolitan area the DPS intends to add personnel in the rural areas to no less than 3 people at all locations to ensure offices remain open when an Examiner is absent.

The DPS will continue to request funds to enhance and develop legislation to adequately fund personnel and facilities and create efficiencies in the process of providing high quality driver's license services to the citizens.



2014

Commercial Vehicle Safety Plan



Oklahoma
Motor Carrier Safety
Assistance Program

Oklahoma

Commercial Vehicle Safety Plan

for the

Federal Motor Carrier Safety Administration's

Motor Carrier Safety Assistance Program

Fiscal Year 2014

Contents

1Part 1 – GENERAL OVERVIEW.....	3
Section 1.1 – Mission or Goal Statement.....	3
Section 1.2 – Program Structure	4
Section 1.3 – MCSAP Minimum Requirements:.....	6
Part 2 – PROGRAM EFFECTIVENESS SUMMARY.....	8
Section 2.1 – State Fatality Reduction Goals: 2008–2012.....	9
Section 2.2 – State Motorcoach/Passenger Fatality Reduction Goals: 2008–2012	9
Section 2.3 – State Hazardous Materials Incident Reduction Goals: 2008–2012	10
Section 2.4 – Data Quality Improvement Goal from Previous Year – Report on Outcomes	10
Section 2.5 – Outreach and Education Goals from Previous Years – Report on Outcomes	12
Section 2.6 – State Specific Goals from Previous Year – Report on Outcomes.....	13
Part 3 – FY 2014 STATE CMV SAFETY PROGRAM OBJECTIVES.....	14
Section 3.1 – Crash Reduction Goal	14
Section 3.2 – State CMV Safety Program Data Quality Objective	15
Section 3.3 – State-Specific CMV Safety Program Objectives	17
Section 3.3.1 – Passenger Transportation Safety	17
Section 3.3.2 – Hazardous Materials Transportation Safety	17
Section 3.3.3 – State-Specific Safety Program Objective 1: <i>Crash Reduction</i>	17
Section 3.3.4 – State-Specific Safety Program Objective 2: <i>Driver/Vehicle Inspections</i>	17
Section 3.3.5 – State-Specific Safety Program Objective 3: <i>Traffic Enforcement</i>	18
Section 3.3.6 – State-Specific Safety Program Objective 4: <i>Checking Federal Out-of-Service Orders</i>	19
Part 4 – FY 2014 NATIONAL PROGRAM ELEMENTS ACTIVITIES.....	20
Section 4.1 – Driver/Vehicle Inspections	22
Section 4.2 – General Roadside and Fixed-Facility Inspection Program	23
Section 4.3 – Traffic Enforcement	25
Section 4.4 – Carrier Interventions	26
Section 4.5 – Public Education & Awareness.....	29
Financial Summary	29
Incentive Funds	30
Table 1. Calculation of Actual Unit Cost Rate	31
Table 2. MCSAP MOE Baseline Calculation (MAP-21)	32

Table 3. FY 2014 Proposed CVSP Budget	33
Justification	35
Program Contacts	41
State Training	42
Appendix – Grant & Certifications Documents.....	43
State Certification	44
Regulatory Compatibility Review	47
FMCSA Administrative Capability Questionnaire	48
Oklahoma Administrative Code (OAC)	52

Part 1 – GENERAL OVERVIEW

Section 1.1 – Mission or Goal Statement

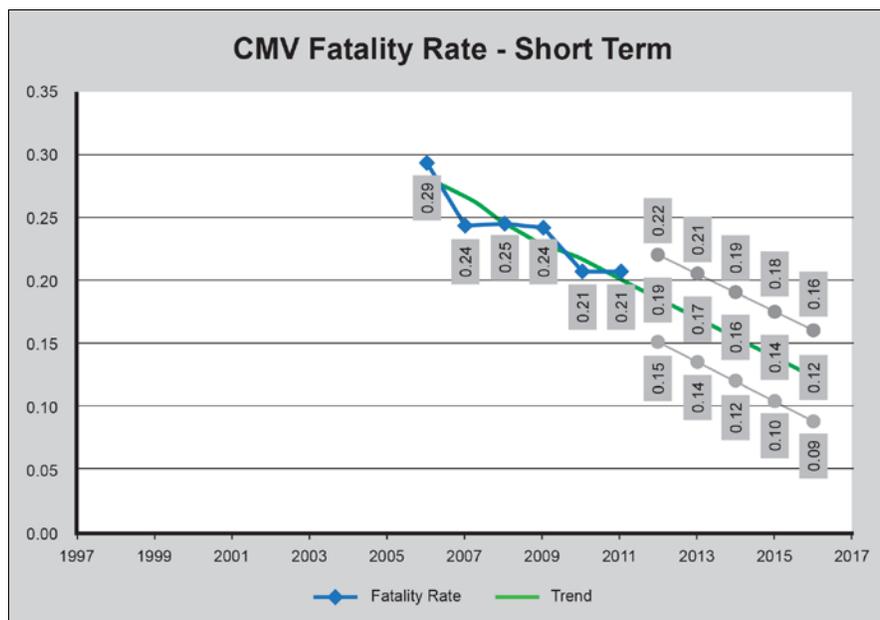
Oklahoma Highway Patrol, Troop S

Motor Carrier Safety Enforcement

The Oklahoma Highway Patrol (OHP) is dedicated to protecting the lives and property of the people of the State of Oklahoma, which has a population of approximately 3,814,820 according to the 2012 estimate from the U.S. Census Bureau. By employing innovative and effective enforcement strategies based upon statistical data, the Oklahoma Highway Patrol Commercial Vehicle Enforcement Unit will pursue public safety interests through the reduction of commercial motor vehicle (CMV) collisions. Focusing on problem-specific activities in the CMV industry will ultimately aid in the reduction of CMV collision fatalities and criminal activity.

Oklahoma will assist the Federal Motor Carrier Safety Administration (FMCSA) in meeting its national goal to reduce the rate of large truck and bus-related fatalities per 100 million vehicle miles traveled (VMT). According to data compiled by Tracy Thomas, Statistician from the University of Central Oklahoma, the fatality rate per 100 million VMT for Calendar Year (CY) 2013 was projected to be 0.21.

In Oklahoma, an analysis of the CMV fatality collisions revealed a fatality rate of .25 per 100 million VMT for CY 2008 and 0.24 per 100 million VMT in CY 2009 (See chart below). In CY 2010, this dropped to .21 per 100 million VMT and remained at .21 in CY 2011. The fatality rate increased slightly to 0.22 in 2012 but was projected to decline again to a fatality rate of 0.21 per 100 million VMT in CY 2013. The gradual decline is expected to continue into CY 2014 with a projected fatality rate of .19 per 100 million VMT.



*Data provided by Tracy Thomas, University of Central Oklahoma.
Information reflects Oklahoma CMV fatality rates per 100 million VMT.*

All State and Federal laws and regulations pertaining to size, weight, driver, vehicle safety, and hazardous materials (HM) will be administered fairly and impartially, focusing upon the ultimate goal of saving lives through highway safety. This effort will be approached as a partnership between State and Federal enforcement, FMCSA-regulated industry, the motoring public, and other entities concerned with highway safety. All available resources, including education and enforcement activities, will be utilized.

Troop S is designated by the Secretary of Safety and Security, Michael C. Thompson, and at the direction of Governor Mary Fallin, as the lead Motor Carrier Safety Assistance Program (MCSAP) agency for the State. Troop S is responsible for the regulation and enforcement of the Federal Motor Carrier Regulations (49 CFR Parts 40, 303, 325, 350-399), Hazardous Material Regulations (49 CFR Parts 100-185), and Oklahoma Statute Title 47. The Oklahoma Department of Public Safety (DPS) provides Troop S full financial and material support to execute this assigned task.

Section 1.2 – Program Structure

Program Structure: Troop S is comprised of 48 uniformed personnel (State Troopers), six civilian clerical staff, and one civilian attorney. Troop S personnel are dedicated to CMV enforcement activities, including size and weight activity. Troop S Troopers attend all required Troop meetings for CMV enforcement and inspection training updates and changes. Through mobile enforcement of CMVs, Troop S is able to emphasize FMCSA highway safety regulations to help reduce collisions, injuries, and fatalities. All roadside inspectors and Compliance Review investigators meet FMCSA and Commercial Vehicle Safety Alliance standards and certification requirements.

Troop S is currently assessing civil penalties on out-of-service (OOS) violations discovered during roadside inspections. Civil penalties are assessed according to CVSA standards. Troop S collected \$921,869.00 in civil penalties in calendar year in 2012.

Commercial Vehicle Traffic Enforcement Program (CVTEP)

Troopers from various field Troops throughout the State are assigned to the Commercial Vehicle Traffic Enforcement Program (CVTEP). Troop S currently offers 25 positions within CVTEP. CVTEP Troopers meet the North American Standard Level I Inspection certification requirement. CVTEP allows Troop S to provide additional enforcement personnel in areas of the State that have been identified as high collision areas. CVTEP Troopers can conduct inspections through random inspection of commercial motor vehicles. Members of CVTEP also provide additional enforcement for seat belt compliance. This program serves to fulfill the DPS career path for those members of OHP who desire to become full time CMV enforcement Troopers. CVTEP Troopers are given an opportunity to become certified in Hazardous Material and Cargo Tank inspections as classes are offered. DPS does not seek reimbursement from FMCSA for CVTEP activity but uses CVTEP eligible hours based on a unit cost rate compiled by the DPS Finance Division and Troop S to help meet our maintenance of effort (MOE).

Traffic Trooper Enforcement Program (TTEP)

To further enhance the traffic enforcement efforts of Troop S, a statewide training program was initiated in 2006. The Traffic Trooper Enforcement Program (TTEP) has been implemented to train field traffic Troopers to conduct driver/vehicle inspections with the goal of reducing the number of collisions involving CMVs and increasing seat belt compliance. TTEP Troopers are primarily used in traffic enforcement/driver behavior type inspections. TTEP Troopers can conduct random inspections on those necessary for annual certification, but on all other inspections must have a state probable cause violation or a visible Federal regulation violation before making a stop and conducting an inspection on a CMV. Currently, 40 roadside Troopers have maintained their North American Standard (NAS) Inspection certification during SFY 2013. Of those 40, there were 35 Troopers who maintained Level I NAS inspection certification and 5 who maintained a Level II or Level III certification.

DPS does not seek reimbursement from FMCSA for TTEP activity but uses eligible hours based on a unit cost rate compiled by the DPS Finance Division and Troop S to help meet our MOE.

Participating Agency	Column A Number of Certified CMV Inspectors (Non-Sworn)	Column B Number of Certified CMV Officers (Sworn)	Column C Number of Officers in Column B supported by MCSAP Funds
Oklahoma Department of Public Safety	6	113	48

Personnel	Certification Type	Number
Troop Commander	Level I	01
Troop Supervisors	Level I, Hazmat, Cargo Tank	07
Troop S Troopers	Level I, Hazmat, Cargo Tank	48
CVTEP	Level I	20
TTEP	Level I	35

Mobile Enforcement and Special Emphasis

Troop S conducted 30 special emphasis projects in SFY 2013 in different areas of the State. These special emphases activities were conducted in areas found to be high collision corridors, resulting in various inspections that placed drivers and/or vehicles out of service. Emphasis was also placed on traffic enforcement activity which included speed arrests, following too closely and unsafe lane changes. During Road Check 2013, some 975 inspections were completed, with 55 drivers and 135 vehicles placed out of service. Using current crash data, special emphasis will be conducted in locations identified as high priority areas with a high volume of driver behavior-related collisions. Special emphasis projects (including Road Check) conducted in SFY 2013 resulted in:

Special Emphasis Projects	
3,917	Completed Inspections
350	CMVs Placed OOS
174	CMV Drivers Placed OOS

1,082	Speed Violations
149	Following too Closely Violations
43	Changing Lanes Unsafely Violations

Impaired Driver Recognition

OHP Troopers receive Standard Field Sobriety Testing training for impaired driver recognition. They are instructed on the use of intoxilyzer equipment and procedures, and they receive information on new techniques and safety precautions. Troop S Troopers receive training and education required by OHP for impaired driver recognition as well as training for commercial vehicle enforcement. Troop S Troopers participate in the ARIDE Program developed by the National Highway Traffic Safety Administration (NHTSA) to further enhance detecting impaired drivers.

Section 1.3 – MCSAP Minimum Requirements:

Existing	Planned	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment. Check all that apply:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Portable breath testers are available to roadside officers and inspectors by field Troopers assigned to Troops throughout the state.
<input type="checkbox"/>	<input type="checkbox"/>	Other
Existing	Planned	Interdiction activities affecting the transportation of controlled substances by CMV drivers and training on appropriate strategies for carrying out those interdiction activities. Check all that apply:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ensure interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Engage in interdiction activities.
<input type="checkbox"/>	<input type="checkbox"/>	Other
Existing	Planned	Activities to enforce registration (i.e., operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier’s operating authority. Check all that apply:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Have a policy requiring officers/inspectors to check the operating authority status of every vehicle inspected.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Have a policy requiring officers/inspectors to place out of service any vehicle found to be operating without sufficient authority.

<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide training for officers/inspectors to check the operating authority status of every vehicle inspected, including training for the system the State uses to conduct the checks.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Implement management reporting to track officer/inspector compliance with policy.
<input type="checkbox"/>	<input type="checkbox"/>	Other

Activities to enforce financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387. Check all that apply:		
Existing	Planned	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Conduct reviews of intrastate motor carriers and, as part of the review, check Part 387 compliance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Legislation exists to enforce financial responsibility.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Implement a policy requiring officers/inspectors to check the financial responsibility status of every vehicle inspected.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Train officers/inspectors to check the financial responsibility status of every vehicle inspected.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Implement management reporting to track officer/inspector compliance with policy.
<input type="checkbox"/>	<input type="checkbox"/>	Other

Part 2 – PROGRAM EFFECTIVENESS SUMMARY

** Troop S has historically has tracked CMV collisions by CY, but activities by SFY. Beginning in FFY 2014 Troop S will track and report CMV collisions by SFY. This change will be reflected in this CVSP.*

For CVSP planning purposes, Troop S will utilize the CY. Current CMV collision data (based on CY) is provided by the Oklahoma Highway Safety Office (OHSO) and the Oklahoma Department of Transportation (ODOT) and reflects the following total CMV collision numbers as of December 31, 2012:

Year	Number
CY 2008	4,695
CY 2009	3,876
CY 2010	4,009
CY 2011	4,242
CY 2012	4,678

Based on the data for calendar years 2008–2012, there was less than a 1 percent decrease in CMV collisions. Troop S will continue to work toward a greater reduction of collisions for FFY 2014. Data is monitored by Troop S as updates and new information is available. The data is analyzed for development of strategic enforcement and education plans in areas such as high collision corridors and No Zones (the area around CMVs where violations by non-commercial vehicles often occur). With the exception of Oklahoma and Tulsa Counties, Oklahoma is comprised of rural roads, by FMCSA definition. A strong emphasis will be placed on decreasing the number of CMV fatality and injury collisions through roadside enforcement targeting causation factors.

In addition, Troop S will participate in a minimum of two activities throughout SFY 2014 aimed at removing impaired CMV drivers from the highways through engagement in Level III inspections utilizing commercial driver's license (CDL) and driver's license check points to identify CMV driver alcohol and drug related violations. Times and locations of activities to be determined by Troop S Commander, based on a combination of data collected from SAFE-T and partnering with other field troops within the state of Oklahoma. In addition to SAFE-T data, we are relying on citizens, County Commissioner, other law enforcement agencies, or Troops to influence our areas of enforcement for FFY 14.

In 2013 three Troop S Troopers completed the Drug Interdiction Assistance Program (DIAP) Training in Tulsa, Oklahoma. These Troopers are available to assist the Highway Patrol's Drug Interdiction Unit to target Commercial Motor Vehicles during special emphasis scheduled by the Troop Commander. Troop S will continue to offer training to Troop S personnel to further Troopers' abilities to detect the illegal transportation of these substances as training opportunities become available.

Motor Carrier Operating Authority is checked and verified through various forms of communications. Troop S Troopers have been trained and provided access to the FMCSA portal to determine operating status on motor carriers, and they now have the ability to identify motor carriers operating under a Federal Out-of-Service Order during both interstate and intrastate roadside inspections. Query Central and the Commercial Vehicle Information Exchange Window (CVIEW) are primarily used to verify operating authority and financial responsibility. If any of the systems go down or are unavailable, the Trooper can call the OHP office to check a carrier's status or utilize Inspection Selection System (ISS).

Carriers found operating outside the scope of their authority are placed out of service. Troop S also confirms that carriers have the proper amount of financial responsibility in place for their operation.

While conducting roadside inspections (mobile enforcement), officer and public safety is the first priority. To ensure safety, choosing a safe location is the primary decision made on each traffic stop. All Troop S Troopers are required to follow step one of the North American Standard Criteria for “selecting a safe location” when conducting an inspection.

Troop S has instituted written policy regarding roadside check for Federal Out-of-Service orders. Roadside inspectors are trained on how to utilize computerized assets to check a motor carrier’s status using query central through the FMCSA portal.

Troop S has and will maintain a current copy of the EEO/Affirmative Action Plan.

Section 2.1 – State Fatality Reduction Goals: 2008–2012

DATA SOURCE: *Safe-T*, capture date: 06/05/13

Measurement Period		Fatalities	Goal	Actual
Begin Date	End Date	Number of Lives	Goal	Indicate Outcome
1 Jan. 2008	31 Dec. 2008	119	5% reduction	.25 per 100 million VMT
1 Jan. 2009	31 Dec. 2009	112	5% reduction	.24 per 100 million VMT
1 Jan. 2010	31 Dec. 2010	99	5% reduction	.21 per 100 million VMT
1 Jan. 2011	31 Dec. 2011	98	5% reduction	.21 per 100 million VMT
1 Jan. 2012	31 Dec. 2012	111	2.5% reduction	Data available fall 2013

Narrative:

Troop S reduction goals for number of fatalities in previous CVSPs were tracked by fatality accidents. For FFY 2014 we will track the number of lives lost per accident as well. Beginning in SFY 2014, Troop S will strive to reduce CMV fatalities from 111 to 106 through increased visibility of law enforcement and increased inspections in areas where data shows a rise in CMV collisions. Quarterly Troop S Supervisors within their prospective areas will be in contact with their local Troops gathering input for potential deployment options. Each month Troop S will use SAFE-T and ODOT data as a resource to determine crash patterns and scheduled construction projects. Troop S will compare the number of crashes post deployment to those prior to determine its effectiveness.

Section 2.2 – State Motorcoach/Passenger Fatality Reduction Goals: 2008–2012

DATA SOURCE: *Safe-T*, capture date: 06/05/13

Measurement Period		Fatalities	Goal	Actual
Begin Date	End Date	Number of Lives (excluding school bus)	Actual	Indicate Outcome
1 Jan. 2008	31 Dec. 2008	3	5% reduction	4% reduction
1 Jan. 2009	31 Dec. 2009	0	5% reduction	6% reduction
1 Jan. 2010	31 Dec. 2010	0	5% reduction	13% reduction
1 Jan. 2011	31 Dec. 2011	2	5% reduction	10% increase
1 Jan. 2012	31 Dec. 2012	1	3% reduction	Data available fall 2013

Narrative:

Troop S reduction goals for the number of motor coach/passenger fatalities in previous CVSPs were not tracked based on number of lives. However, Troop S did set goals to reduce the number of motor coach crashes by three percent in FFY 2013. In SFY 2014, the goal for motor coach fatalities will be zero. Troop S will conduct at least one unscheduled spot check and one scheduled inspections of motor coach facilities within Oklahoma in SFY 2014.

Section 2.3 – State Hazardous Materials Incident Reduction Goals: 2008–2012

DATA SOURCE: *Safe-T*, capture date: 06/05/13

Measurement Period		Fatalities	Goal	Actual
Begin Date	End Date	Number of Lives	Actual	Indicate Outcome
1 Jan. 2008	31 Dec. 2008	4	See note below	See note below
1 Jan. 2009	31 Dec. 2009	5	See note below	See note below
1 Jan. 2010	31 Dec. 2010	5	See note below	See note below
1 Jan. 2011	31 Dec. 2011	3	See note below	See note below
1 Jan. 2012	31 Dec. 2012	4	See note below	See note below

Narrative:

Troop S was not required to set reduction goals for the number of Hazardous Materials fatalities in previous CVSPs. In SFY 2014, Troop S will strive to reduce the number of fatalities from four to three by increasing the number of inspections in areas where hazardous materials are frequently transported. Rural counties such as Payne and Lincoln where pipeline construction is growing and being conducted could be areas of focus.

Section 2.4 – Data Quality Improvement Goal from Previous Year – Report on Outcomes

SSDQ Category	Goal in CVSP	Actual
Crash Record Completeness	Green	Green

Non-Fatal Crash Completeness	Green	Red
Fatal Crash Completeness	Green	Green
Crash Timeliness	Green	Yellow
Crash Accuracy	Green	Green
Crash Consistency	NA	NA
Inspection Record Completeness	Green	Green
Inspection VIN Accuracy	Green	Green
Inspection Timeliness	Green	Yellow
Inspection Accuracy	Green	Green

Narrative:

Data pulled from A&I 6/27/13

As of June of 2013, overall standing fell from green to yellow. Prior to May, Oklahoma’s overall standing was green. The drop at the end of SFY 2013 was due in part to contributing factors such as a Troop move at the end of October 2013 that left Troop S without the DPS computer network for approximately six weeks, and a change in reporting non-fatal crash completeness that greatly increased the quantity being entered into the system.

Troop S has made necessary adjustments to accommodate for the backlog of reports. Once reports are brought up to date, Troop S will be able to elevate standings from yellow back to green. Troop S has reviewed its internal processes to ensure proper resources are in place to bring the State rating back to green.

Troop S continues to maintain our crash and inspection accuracy through the automated carrier search performed in SafetyNet daily.

Section 2.5 – Outreach and Education Goals from Previous Years – Report on Outcomes

Activity: <i>In SFY 2013, Troop S conducted CMV traffic safety talks or presentations for the general public, law enforcement agencies, State legislators, schools, and affiliated associations.</i>	
Goal: <i>10 percent increase to 88 safety talks/presentations</i>	Actual: <i>89 safety talks/presentations</i>
Narrative: <i>Troop S addressed the general public, law enforcement agencies, State legislators, schools, and affiliated associations concerning CMV traffic safety issues. The Troopers provided responses to questions that increased the knowledge base of the groups in regards to sharing the road safely with CMVs.</i>	
Activity: <i>In SFY 2012, Troop S conducted CMV traffic safety talks or presentations for the general public, law enforcement agencies, State legislators, schools, and affiliated associations.</i>	
Goal: <i>10 percent increase to 80 safety talks/presentations</i>	Actual: <i>79 safety talks/presentations</i>
Narrative: <i>Troop S heightened awareness for the latest rules, regulations, and CMV safety procedures throughout State law enforcement agencies. Acting as subject matter experts during safety talks, Troop S advised on CSA Program elements and special emphasis projects in Oklahoma.</i>	
Activity: <i>In SFY 2011, Troop S conducted CMV traffic safety talks or presentations for the general public, law enforcement agencies, State legislators, schools, and affiliated associations.</i>	
Goal: <i>10 percent increase to 84 safety talks/presentations</i>	Actual: <i>127 safety talks/presentations</i>
Narrative: <i>Upon request, Troop S addresses civic groups, industry, and the general motoring public concerning CMV and CMV driver behavior traffic issues. In addition, Troop S advises local law enforcement agencies of special emphasis projects and offers assistance on CMV matters.</i>	
Activity: <i>In SFY 2010, Troop S conducted CMV traffic safety talks or presentations for the general public, law enforcement agencies, State legislators, schools, and affiliated associations.</i>	
Goal: <i>10 percent increase to 35 safety talks/presentations</i>	Actual: <i>76 safety talks/presentations</i>
Narrative: <i>When new CMV drivers are educated at specialty schools or affiliated associations meet, Troop S will raise awareness through outreach projects or safety talks. In addition, Troop S will work to educate law enforcement agencies, State legislators, organizations, and schools on the need for safer CMV procedures.</i>	

Section 2.6 – State Specific Goals from Previous Year – Report on Outcomes

Activity: <i>Special Emphasis Projects</i>	
Goal: 26	Actual: 30
Narrative: <i>In SFY 2013, Troop S conducted a total of 30 special emphasis projects in different areas of the State. These special emphasis activities were conducted in areas found to be in high collision corridors, which resulted in vehicles placed out-of-service, speed arrests, and enforcement of vehicles following too closely. Of the special emphasis in the work zones and high crash corridors, utilizing the data from SAFE-T, there was a total of 550 CMV related collisions in the three months preceding each emphasis. In the three month following those emphasis there was a total of 479 CMV related collisions. This is nearly a nine percent decrease in collisions related to the emphasis overall. In SFY 2013, Troop S set a goal for 26 special emphasis projects that was exceeded by 15 percent.</i>	
Number of inspections conducted during special emphasis projects: 3,917	

Activity: <i>Crash Reduction/work zone</i>	
Goal: 2.5 percent reduction in collisions	Actual: 10 percent increase in CY 2012
Narrative: <i>Some of Oklahoma's collision problems occur in work zones accounting for seven percent of total collisions. Troop S addressed the problem by concentrating on driver behavior violations and special emphasis projects in the work zones.</i>	

Activity: <i>Driver/Vehicle Inspections</i>	
Goal: 23,000 inspections	Actual: 26,613 inspections
Narrative: <i>Previous year's data shows that as inspections increase the number of collisions has decreased.</i>	

Part 3 – FY 2014 STATE CMV SAFETY PROGRAM OBJECTIVES

Section 3.1 – Crash Reduction Goal

CMV Crash Reduction –Crash data shows that non-CMV driver behaviors are the main cause of collisions involving CMVS. These are addressed through concentration on driver behavior violations and identification of problem areas for Trooper deployment, utilizing citations and special emphasis projects.

Problem Statement Narrative:

<i>CY</i>	<i>Total CMV Collisions</i>
2012	4,678
2011	4,242
2010	4,009
2009	3,876
2008	4,695

In 2009, the crash reduction goal was five percent. As the data has been reviewed it was noted that in general crashes are climbing, and that work zones only accounted for approximately seven percent of the total collisions in CY 2012. Since the data shows that work zone comprise such a small amount of the overall CMV collisions statewide, in SFY 2014 Troop S Supervisors will monitor and identify those areas outside of work zones where higher numbers of collision are occurring.

It should be noted that it is possible that the data showing a rise in crashes could be an underreporting of CMV crashes in years past. Changes made over the past two years have resulted in better identification of CMV related crashes whereas in the past law enforcement may have inadvertently misidentified CMVs.

Performance Objective (can reflect multi-year goals):

Beginning: 2014 Ending: 2019 Crash Reduction Goal: A reduction of 15 CMV collisions per SFY

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections IN PART 4 (CHECK ALL THAT APPLY):

- Conduct Driver and Vehicle Inspections (insert activity projections in Table 4.1)
- Conduct Traffic Enforcement Activities (insert activity projections in Section 4.3)
- Conduct Carrier Interventions (insert activity projections in Table 4.4)
- Conduct Public Education and Awareness (describe activities in Section 4.5)
- Conduct Effective Data Collection and Reporting (describe activities in Section 3.2)

*Vehicles 10,001lbs +			
CY	Total Collisions	At Fault	Not At Fault
2012	7,443	3,970	3,473
2011	6,890	3,738	3,152
2010	6,988	3,877	3,111
2009	6,840	3,970	2,870
2008	7,834	4,564	3,270

*For this chart Troop S used the data collected for any vehicle over 10,001lbs to mirror our SMS crash data on A&I.

Program Activity Plan:

Troop S will adjust enforcement activities as needed to reduce collisions, while also maintaining a presence within work zones when needed. Quarterly Troop S Supervisors within their prospective areas will be in contact with their local Troops gathering input for potential deployment options. Additionally, each month Troop S will use SAFE-T and ODOT data as a resource to determine crash patterns and scheduled construction projects or project modifications. Troop S will conduct two special emphasis focusing on non-CMV driver behavior around CMVs.

Performance Measurement:

Troop S will use SafetyNet, TraCs, and/or A&I, to report the number of traffic enforcement contacts and/or citations recorded during the special emphasis each quarter for SFY 14.

Section 3.2 – State CMV Safety Program Data Quality Objective

Per FMCSA’s A&I system snapshot dated: 07/05/13

State is green in all safety data quality elements.

OR:

Problem Statement Narrative:

For the SSDQ Evaluation Ratings, as of July 2013, Oklahoma was rated “good” in all areas except Inspection Timeliness and Crash Timeliness, which are the only sections rated yellow (fair), and Non-Fatal Crash Completeness, with a red (poor) rating.

The two measures rated yellow deserved a closer look: Crash Timeliness and Inspection Timeliness.

Crash Timeliness – At 87 percent of records reported within 90 days, this rating has slipped three points since March 2013. Previously, Crash Timeliness had been in the mid-90s since November 2012. It is important to note that after some changes were made to the extraction program, all the collections are currently up to date. However, due to reporting timeliness with A&I, it will take up to six months

for the data to reflect. One administrative personnel has been tasked with checking daily crash reports to ensure the data captured on the original crash record is transferred accurately. Likewise, as data entry personnel change in Records Management our administrative personnel will contact them to address the error.

Inspection Timeliness – For the first time in many years, this measure has dropped into the yellow rating. The decline was due in part to Troop’s relocation at the end of October that left Troop S without the DPS computer network for approximately six weeks. As a result, Troop S was not able to upload inspections in a timely manner. Furthermore, there was an increase in paper inspections with the addition of TTEP Troopers. The combination resulted in an approximate three-month backlog in paper inspections and the pile-up ensued roughly six months. To correct the problem, Troop S assigned two administrative employees the task of catching up and keeping up with the additional paper inspections. To further aid the staff, a Troop S supervisor was assigned to all TTEP Troopers and, to encourage timeliness, the Troop S Supervisor spoke with each TTEP Trooper and explained the importance of submitting paper inspections to Troop S on a weekly basis. With the increased emphasis on Inspection Timeliness, Troop S expects the rating to elevate from yellow to green rapidly.

The measure in red also deserves a closer look: Non-Fatal Crash Completeness.

Non-Fatal Crash Completeness – Approximately three years ago, it was brought to the attention of DPS that Oklahoma was not accurately reporting CMV crashes. To resolve the issue, vehicle VIN numbers were added in the electronic collision forms to capture any vehicle with a GVWR of 10,000 lbs. or more. This additional measure advises the law enforcement officer that a crash may involve a CMV. In the past, Oklahoma had also been underreporting CMV crashes due to officers not realizing that smaller trucks could be regulated as CMVs. The changes made by Oklahoma Records Division have shown the number of reported CMV crashes has gone from 1,707 crashes in CY2009 to 2,937 in CY2012. The data confirms that, with the adjustment in collision forms, CMV crashes are now more accurately reported in Oklahoma.

After the implementation of the new Non-Fatal Crash Completeness measure on the SSDQ map, Oklahoma fell into the red during the second quarter of SFY 2013. Because the preview has been available for some time, Troop S anticipated this and was very proactive in making some changes for quick improvements.

Performance Objective: The goal for Oklahoma is to increase each month the SSDQ Category into the “Good” or “Green” range. This will be achieved by administrative personnel working to keep inspections and crash uploads timely. To address the non-fatal crashes Troop S will continue to monitor the crashes coming into SafetyNet for errors, but also work closely with LETD to ensure the new crash software PARIS has the edit checks and prompts in place.

Program Activity Plan: Troop S personnel will ensure inspection and crash uploads are done within the respective time limits. One administrative employee will review each crash record that is imported into SafetyNet for completeness and accuracy. This will be successful

with the help of the Federal Portal MCMIS and the original crash record.

Law Enforcement Technology Division (LETD), with OKDPS, is building new crash software called PARIS. They are working with Troop S to ensure the system contains edit checks and rules when a Trooper fills out the collision form. As of July 2013, PARIS is ongoing and ready to implement the pilot program. LETD has worked with Troop S to make changes to make the current system, TRACS, for more accurate reporting.

Performance Measurement 1: Troop S will continue to monitor monthly Inspection Timeliness through A&I and make any adjustments as needed in the upcoming months. Troop S will use data from A&I for report monitoring.

Performance Measurement 2 : Troop S will monitor PARIS as it is implemented and report on the status in the quarter reports.

Section 3.3 – State-Specific CMV Safety Program Objectives

Section 3.3.1 – Passenger Transportation Safety

As evidenced by the data indicated in Part 2 – Program Effectiveness Summary, the State does not have a passenger transportation safety problem and will not establish a specific passenger transportation crash reduction goal in FY 2014. However, the State will continue traffic enforcement and continue to enforce the FMCSRs against passenger transportation CMVs in a manner consistent with its enforcement for all CMVs and other activities as described either below or in Part 4 – National Program Element Activities.

Section 3.3.2 – Hazardous Materials Transportation Safety

Problem Statement: The potential dangers of a Hazardous Materials (HazMat) load are much greater when there is a lack of knowledge of the federal and state requirements pertaining to proper placards, CDL endorsements, and safe transportation. A specific issue we have is during the month of June when the transportation of large quantities of fireworks/explosives is being transported by private individuals to be sold or used.

Program Activity Plan: Complete a total of four special emphasis across the state that will be focused on HazMat enforcement. A Lieutenant within Troop S will assign a day where the primary focus statewide will be Hazmat inspections. In addition, one Trooper has been assigned additional duties for HazMat compliance.

Performance Measurement 1: A minimum of three special emphasis will be statewide HazMat focused. These emphases will serve to educate and correct

violations found roadside. Outcomes will be measured by the number of inspections and violations found.

Performance Measurement 2: During the month of June Troop S will target motor carriers and non-CMV's for the primary focus of identifying individuals transporting large quantities of fireworks/explosives. Activities will be measured by the number of inspections and violations found.

Section 3.3.4 – State-Specific Safety Program Objective 2: *Traffic Enforcement*

Problem Statement Narrative:

The State agrees that driver behavior is the leading cause of CMV collisions. This includes non-CMV driver behavior as well. Some of the violations include texting, speeding, unsafe lane changes, left of center, and following too close.

Performance Objective:

The State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections.

- Conduct Driver and Vehicle Inspections (insert activity projections in Table 4.1)
- Conduct Traffic Enforcement Activities (insert activity projections in Section 4.3)
- Conduct Carrier Interventions [CSA] (insert activity projections in Table 4.4)
- Conduct Public Education and Awareness (describe activities in Section 4.5)

Program Activity Plan:

Troop S plans to maintain a minimum of 102 traffic enforcement inspections per year per Trooper. Troop S will raise public awareness through motor carrier safety programs/safety talks, and partnering with local Troops and/or agencies and their respective outreach programs. In addition, Troop S will require our TTEP MCSAP Troopers to have a probable cause traffic violation before stopping and inspecting a CMV.

Performance Measurement 1: On a monthly basis Troop S will examine the data from SafetyNet to track to the number of inspections which resulted from traffic enforcement. Supervisors will track the data on each inspector to ensure they meet the minimum number of traffic enforcement inspections.

Performance Measurement 2: Public education and awareness will be monitored through the number of safety talks completed each quarter. Outreach activities will be measured through meeting participation and minutes recorded that will be submitted with the quarterly reports.

Section 3.3.5 – State-Specific Safety Program Objective 3: *Checking Federal Out-of-Service Orders*

Problem Statement Narrative:

During FY 2013 Troop S was deficient in checking for Out-of-Service (OOS) carriers during roadside inspections, missing 25% or more of the carriers.

Performance Objective:

The State's goal is to have a 100% percent rate in checking for OOS carriers during roadside inspections.

Program Activity Plan:

Full time MCSAP Troopers have been given access to the FMCSA Portal and will check for OOS status on carriers. CVTEP or TTEP Troopers can use their CVIEW window or contact Troop S so the administrative staff can assist with verifying operating status. Troop S will change the locally defined field portion of ASPEN to include a check box for inspectors to acknowledge he has checked the motor carrier for any outstanding Federal OOS orders. Additionally, the pre-printed handwritten inspection forms will be modified as well to add the check box.

Performance Measurement:

Troop S receives reports from FMCSA stating if any OOS carriers were not checked and were OOS. Troop S will monitor FMCSA's recommendations, and if a pattern or consistent problem is detected Troop S will investigate to determine the cause and take appropriate action (as determined by Troop S management staff), such as additional training. Troop S will measure the number of records FMCSA reports that were not checked to see if our goal of 100% rating is met.

Part 4 – FY 2014 NATIONAL PROGRAM ELEMENTS ACTIVITIES

The State of Oklahoma addresses each section of the FY 2014 CVSP national program elements through the Oklahoma Highway Patrol, Troop S division. Troop S strives to ensure that commercial vehicle operators comply with applicable safety laws and regulations through a roadside inspection program. Troop S has continued its dedication to safety and met program objective utilizing CVSA intervention strategies. Documentation of roadside inspections and violation data performed by Troop S is verified by using MCMIS and SafetyNet. Data Q Challenges are investigated by Supervisory personnel who refer to Federal regulations, CVSA Out-of-Service criteria, and Trooper interviews to ensure prompt handling of each challenge. Troopers adhere to the CVSA guidelines and are aware of the goals of the inspection program.

Crash Causation Factors

Troop S will continue to work toward a greater reduction of collisions for FY 2014. Data is monitored by Troop S and analyzed, utilizing the findings for development of strategic enforcement and education plans in areas such as high collision corridors and No Zones. With the exception of Oklahoma and Tulsa Counties, Oklahoma is comprised of rural roads, by FMCSA definition. A strong emphasis will be placed on decreasing the number of CMV fatality and injury collisions through roadside enforcement targeting causation factors. Inspection activities focus on driver behavior violations that result in collisions involving CMVs. Enforcement personnel concentrate their efforts on violations committed by CMV drivers, such as unsafe speed, following too closely, unsafe lane changes, or negligent driving.

Enforcement of Limiting the Use of Wireless Communication Devices

As part of its emphasis on unsafe driver behaviors, Troop S is conscious of the rule prohibiting mobile electronic device use by CMV drivers and is watching for it during traffic enforcement. In May 2012, Oklahoma amended its laws, making it a traffic offense and a CDL disqualification offense to operate a CMV while reading, writing, or sending a text message.

In December 2011, 49 CFR Part 392.82 was added to the regulations, prohibiting the use of handheld mobile telephones while operating a commercial motor vehicle. Oklahoma currently does not have a statutory prohibition regarding this activity. DPS will submit proposed legislation to amend Title 47 O.S. §11-901c to prohibit the use of hand-held mobile phones while operating a CMV, as well as amending 47 O.S. §6-205.2 to provide for disqualification of a CDL upon conviction for violating the new law. Troop S is also trying to educate drivers and carriers by addressing this issue during their outreach/safety talks.

Data Collection

The CMV collision data that is collected by DPS is uploaded to ODOT. The location information is added to the file by ODOT and then compiled into the Statewide Analysis for Engineering and Technology (SAFE-T) database. The Oklahoma Highway Safety Office will also be providing Troop S a monthly account of collisions by county to give us a more real time picture of the statewide crash activity. Oklahoma's data quality rating fell to "fair," but data collection system updates are improving and progress is ongoing for the State.

The CSA Program implementation will also mean an increase in DataQ Requests for Data Review. Troop S is meeting this challenge by assigning a Lieutenant to be the primary reviewer that pulls each challenge, assigns it to the appropriate Supervisor, and has an administrative personnel make the necessary changes. In his absence, another Lieutenant has been assigned as the secondary reviewer. Many are simply requests for inspection documents and do not present a challenge or increase workload. Final decisions to overturn any violations are made by the primary or secondary MCSAP contacts. From SFY 2013, 560 DataQ's were completed. Of those, there are two open in review, 323 closed with action taken (57.9 percent), 235 closed with no action taken (42.1 percent). Troop S is also utilizing the "DataQ's User's Guide and Best Practices Manual" as a resource in resolving Requests for Data Reviews.

Section 4.1 – Driver/Vehicle Inspections

FY 2014 Driver/Vehicle Inspection Goals											
Agency 1: Oklahoma Highway Patrol											
Inspection Level	2014 Goal				Percentage by Level	Results (To be updated quarterly)					Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total		Q1	Q2	Q3	Q4	Total	
Level 1	3,470	430	10	3,910	17.0					0	
Level 2	9,355	1,200	25	10,580	46.0					0	
Level 3	8,250	0	30	8,280	36.0					0	
Level 4	0	0	0	0	0					0	
Level 5	45	0	112	157	1.0					0	
Level 6	0	0	0	0	0					0	
Level 7	0	0	0	0	0					0	
Sub Total Agency 1	21,120	1,630	250	23,000	100.0	0	0	0	0	0	
Agency 2 Name											
Inspection Level	2014 Goal				Percentage by Level	Results (To be updated quarterly)					Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total		Q1	Q2	Q3	Q4	Total	
Level 1				0						0	
Level 2				0						0	
Level 3				0						0	
Level 4				0						0	
Level 5				0						0	
Level 6				0						0	
Level 7				0						0	
Sub Total Agency 2	0	0	0	0		0	0	0	0	0	
Total ALL Agencies	0	0	0	0		0	0	0	0	0	

NOTE: TO UPDATE THE “TOTAL” FIELDS, RIGHT CLICK ON THE NUMBER; CLICK ON “UPDATE FIELD”.

Section 4.2 – General Roadside and Fixed-Facility Inspection Program

Troop S maintains a strong statewide CMV driver/vehicle inspection program to keep unsafe CMVs and CMV drivers off Oklahoma roadways. Level III inspections are a top priority, in line with FMCSA’s goal of making Level III inspections at least 33 percent of the state’s total inspections. For 2012, the goal was increased to 27,240 inspections. In SFY 2013 manpower was reduced by five uniformed members and contributed to not reaching our goal, completing only 24,065 total inspections. In SFY 2013, the goal was 23,000 inspections. This goal was exceeded by 15 percent with 26,613 total inspections. Level III inspections accounted for 34.8 percent of the total. Currently, Oklahoma has the fewest number of Troopers in over 20 years, pulling many Troop S Troopers into non-MCSAP activities to fill the void. In addition to the overall reduced manpower of the department, Troop S has 10 fewer Troopers. Due to this reduction in manpower, the goal for SFY 2014 for the number of inspections is actually lower but is relative to the smaller size of the Troop. The goal is a total of 23,000 inspections, including Troop S, CVTEP, and TTEP Troopers, all working to ultimately satisfy the national goal of reducing CMV collisions and CMV collision-related fatalities. Troop S continually utilizes Level III inspections to keep unsafe CMV drivers off Oklahoma roadways. Enforcement personnel concentrate their efforts on violations committed by CMV drivers, such as unsafe speed or negligent driving.

Inspection Level	SFY 2012	SFY 2013
Level I	4,301	4,940
Level II	11,030	10,461
Level III	8,402	10,856
Level IV	0	38
Level V	332	318
Total	24,065	26,613

Existing	Planned	To ensure excellence in its inspection program, the State will (CHECK ALL THAT APPLY):
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use management reports to ensure that staff is meeting established inspection quantity, quality, and timeliness goals.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Track violation and out-of-service rates of individual staff as compared to statewide, regional, and national averages to ensure the quality and effectiveness of inspections is maintained. Take actions where anomalies exist.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use management reports to ensure that the State is meeting established quantity, quality, and timeliness goals.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Monitor checks of financial responsibility at roadside to ensure that they are being performed consistently and properly.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Monitor checks of CDL status at roadside to ensure they are being performed consistently and properly.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Monitor checks of OOS carriers inspected at roadside to ensure that they are being performed and not allowed to proceed.
<input type="checkbox"/>	<input type="checkbox"/>	Other
<input type="checkbox"/>	<input type="checkbox"/>	Other

<input type="checkbox"/>	<input type="checkbox"/>	Other
--------------------------	--------------------------	-------

Existing	Planned	To ensure uniformity among inspectors, the State will (CHECK ALL THAT APPLY):
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Develop and implement policies regarding the quantity, quality, and timeliness of inspections.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide refresher training on statutory (USC) and regulatory (CFR) changes.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide refresher training on OOS criteria changes and inspection bulletin updates.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide refresher training at the annual Troop Meeting and through yearly monitoring, on program policy (interpretations and program policy memos) and procedural changes (guidance and procedural documents such as the New Applicant Screening Procedure or electronic Field Operations Training Manual).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Analyze management reports regarding the quantity, quality, and timeliness of inspections for individuals and the program as a whole.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Conduct direct observation and monitoring of staff.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide individual coaching and training to staff having difficulty meeting required goals.
<input type="checkbox"/>	<input type="checkbox"/>	Other
<input type="checkbox"/>	<input type="checkbox"/>	Other
<input type="checkbox"/>	<input type="checkbox"/>	Other

Section 4.3 – Traffic Enforcement

Troop S’s traffic enforcement includes traffic enforcement program incorporated into the main MCSAP effort, also focusing on enforcement of CMV driver behavior and non-CMV traffic violations.

A&I data* showed that in FFY 2011, 4,672 violations were cited for speeding, compared to 6,166 in 2012 and 4,663 in FFY 2013. In addition, the A&I violation summary total for FFY 2013 was 6,303, continuing a downward trend from 9,982 in 2012 and 8,224 in 2011. Traffic enforcement has resulted in this continued decrease in driver-related violations.

(*A&I data only allows for FFY or CY measurement so in this instance we used FFY data.)

In SFY 2013, there were a total of 3,028 citations and 13,238 warnings issued during CMV and non-CMV traffic enforcement reported by Troop S.

Troop S will continue an aggressive inspection program, incorporated into the main MCSAP effort and focus on traffic enforcement and CMV driver behavior. The goal is to increase the total number of inspections initiated by a traffic enforcement stop to 7,800, thereby reducing the number of collisions statewide. In SFY 2013, according to SafetyNet, Troop S conducted 7,712 inspections as a result of traffic enforcement.

Existing	Planned	To ensure excellence in its traffic enforcement program, the State will (CHECK ALL THAT APPLY):
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use management reports to ensure that officers conducting traffic enforcement activities have an acceptable number of vehicle contacts per time period worked.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use time management reports to ensure that the percentage of CMV and non-CMV contacts do not exceed the program policy of not more than 5 percent of reimbursed activities will be towards non-CMVs.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Monitor the type and quantity of citations issued (though not establishing a quota) compared to other officers to ensure program quality and effectiveness.
<input type="checkbox"/>	<input type="checkbox"/>	Other
<input type="checkbox"/>	<input type="checkbox"/>	Other
<input type="checkbox"/>	<input type="checkbox"/>	Other

Existing	Planned	To ensure uniformity among traffic enforcement officers, the State will (CHECK ALL THAT APPLY):
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Develop and implement policies regarding the quantity, quality, and timeliness of traffic enforcement activities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide refresher training on statutory (USC) and regulatory (CFR) changes.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Analyze management reports regarding the quantity, quality, and timeliness of traffic enforcement activities for individuals as well as the program as a whole. Take action when anomalies are identified.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Conduct direct observation and monitoring of staff.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide individual coaching and training to staff having difficulty meeting required goals.
<input type="checkbox"/>	<input type="checkbox"/>	Other
<input type="checkbox"/>	<input type="checkbox"/>	Other
<input type="checkbox"/>	<input type="checkbox"/>	Other

Section 4.4 – Carrier Interventions

Compliance Reviews are conducted on interstate carriers by four OHP investigators. Reviews also include hazardous materials carrier reviews. Investigators are required to adhere to the certification process required by Section 211 of the Motor Carrier Safety Improvement Act of 1999 to ensure that all personnel have the proper training and experience to perform the inspection and compliance activities of FMCSA. Therefore, all investigators maintain North American Standard A&B, HM, and Compliance Review certifications.

During SFY 2013, these investigators conducted 101 Compliance Reviews. In addition, Troop S investigators assisted in Compliance Reviews for the Oklahoma Division of FMCSA. The Troop met their goal of 72 Compliance Reviews and surpassed it by 29 percent. At the end of the first and second quarters of SFY 2013, the investigators had completed 79 percent of their goal. For SFY 2014, the projected goal for Compliance Reviews is 72. Troopers conducting carrier investigations in outlying areas are authorized departmentally approved lodging and per diem.

The Oklahoma Division of FMCSA reviews and assigns interstate Compliance Reviews to Troop S personnel. Interstate reviews are uploaded into MCMIS and conducted in response to non-frivolous complaints, certain severe collisions (i.e., fatality or extended road closure), and hazardous material incidents, in accordance with FMCSA guidelines regarding Interstate Compliance Review procedures.

If a passenger carrier Compliance Review is assigned to a Troop S Trooper by FMCSA, it will be completed. However, there is a very limited number of motor coach carriers based in Oklahoma. Federal investigators are the first assigned to the reviews, and with the small number of motor coaches in Oklahoma, Troop S may not be assigned many, if any, on an annual basis. For this reason, Troop S will not set goals for Compliance Reviews for motor coaches for FY 2014.

Effective July 15, 2011, Oklahoma adopted into administrative rule CFR 49 Parts 385 and 386. As the new enforcement starts, Troop S will begin tracking the number of reviews conducted on intrastate carriers. However, at this time, complete legislation has not been passed to allow Oklahoma to fully implement intrastate Compliance Reviews. Troop S will be submitting a proposed law change for the 2014 Oklahoma Legislative session to utilize the Federal Uniform Fine Assessment Program for assessing fines resulting from intrastate Compliance Reviews.

According to an FMCSA study on the effectiveness of Compliance Reviews, on-site Compliance Reviews are determined to be an important resource for improving the safety of commercial vehicle operations. For this reason, Troop S will monitor compliance of motor carriers, creating positive changes for high-risk carriers to ultimately reduce the number of fatality collisions involving CMVs.

Activities are measured by the number of Compliance Reviews initiated on high-risk carriers, complaints, and fatalities.

Performance Objective:

Existing	Planned	To ensure excellence in its carrier intervention program, the State will (CHECK ALL THAT APPLY):
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Review work products for errors and ensure that the intervention is conducted in a manner consistent with standard procedures.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide ongoing training to investigators to ensure knowledge of the most current intervention practices.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ensure investigators use the most recent version of the eFOTM.
<input type="checkbox"/>	<input type="checkbox"/>	Other <i>Enter description</i>
<input type="checkbox"/>	<input type="checkbox"/>	Other <i>Enter description</i>
<input type="checkbox"/>	<input type="checkbox"/>	Other <i>Enter description</i>

Program Activity Plan:

Conduct Compliance Reviews on interstate carriers identified as high risk by FMCSA and assigned to Troop S. Compliance Reviews will include passenger and HM CRs.

Compliance Reviews will be conducted on carriers involved in fatality collisions in which the CMV driver/motor carrier is determined to be culpable or where any the seven CSA Behavioral Analysis and Safety Improvement Categories (BASICS) were contributing factors: Unsafe Driving, Fatigued Driving (Hours-of-Service), Driver Fitness, Crash History, Vehicle Maintenance, Improper Loading/Cargo Securement, and Controlled Substances/Alcohol.

Compliance Reviews will be conducted on carriers as a result of a non-frivolous complaint made against them.

Performance Measure:

Activities will be measured by the number of Compliance Reviews conducted on high-risk carriers. For FFY 2014, the target is 72 Compliance Reviews. Activities will also be measured by the number of Compliance Reviews conducted on carriers involved in fatality collisions. The Compliance Reviews are tracked in A&I and can be tracked by type or reason.

FY 2014 Carrier Investigation Estimates													
Review Type	Estimated	Interstate Results (to be updated quarterly)					Estimated	Intrastate (to be updated quarterly)					
		Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total	
Non Rated Reviews (Excludes CSA & SCRS)													
Non-HM Cargo	0												
Passenger	0												
HM	0												
Non Rated (Excludes CSA & SCRs) Total	0						0						
CSA Off-Site Investigations													
Non HM Cargo CSA Offsite	0												
Passenger CSA Offsite	0												
HM CSA Offsite	0												
CSA Offsite Investigations Sub-Total	0												
CSA On-Site Focused Investigations													
Non HM Cargo CSA On-Site Focused	60												
Passenger CSA On-Site Focused	0												
HM CSA On-Site Focused	0												
CSA On-Site Focused Sub-Total	60												
CSA On-Site Comprehensive													
Non HM Cargo CSA On Site Comprehensive	12												
Passenger CSA On Site Comprehensive	0												
HM CSA On Site Comprehensive	0												
CSA On-Site Comprehensive Sub Total	0												
CSA Investigations (all Types) Total	12												
HM-Related Review Types													
Security Contact Reviews (SCRs) Total	0												
Cargo Tank Facility Reviews Total	0												
Shipper Reviews Total	0												
HM-Related Review Types Total	0												
All Review Types Grand Total	72						Total						

Section 4.5 – Public Education & Awareness

Problem Statement Narrative:

Troop S strives to educate the public, industry, and law enforcement agencies regarding CMV safety issues. As of July 2013, Troop S has completed 89 outreach/safety talks throughout the State of Oklahoma (including schools and affiliated associations) and was very well received by industry, legislators, and the public.

Performance Objective:

Troop S will continue to raise awareness, through carrier requested presentations and non-New Entrant participants, on issues pertaining to CMV and CMV driver-behavior safety topics throughout the general motoring public. Educational talks and presentations are also provided to companies for a better understanding of the CSA Program, and Troop S is available to answer any questions they may have during talks and presentations. In addition, as amendments are made to State regulations in SFY 2014 to prohibit the use of hand-held phones while operating a CMV, Troop S will work to bring awareness to this important matter.

For 2014, Troop S anticipates a reduction in manpower through promotion and retirements so we are reducing our goal to 75 outreach/safety talks throughout the State.

Program Activity Plan:

Troop S will address civic groups and industry concerning traffic safety issues. In addition, Troop S will continue to advise local law enforcement agencies, district attorneys, and judges of CSA Program elements and special emphasis projects, as well as offer technical assistance on CMV matters. When warning letters are sent from FMCSA, Troop S is available to carriers to answer any CSA questions they may have. Troop S will conduct 75 safety talks in SFY 14 and assist industry with enforcement issues.

Performance Measurement:

The performance will be measured by the number of outreach programs addressing traffic safety (CMV and non-CMV) issues conducted by Troop S Troopers. Activities will be measured by the number of talks conducted and the number of calls for assistance from law enforcement agencies, as well as the number of attendees. The number of talks will be provided quarterly in a report to FMCSA.

Financial Summary

The Oklahoma Department of Public Safety is appropriated budgetary funding by the Oklahoma State Legislature prior to the beginning of the State fiscal year (July 1). As stated in the Executive Summary, DPS is designated as the lead MCSAP agency in the State and is eligible to receive MCSAP grant funding in accordance with 49 CFR 350.201. Troop S annually submits a projected budget spreadsheet to

DPS Budget Director, which includes the funding needing for the maintenance of effort (MOE) and necessary matching funds to receive the MCSAP grant. These funding requirements are then submitted to legislature for approval.

The Unit Cost Rate (UCR) is a provisional hourly rate consisting of MCSAP eligible expenses which include Personnel Cost, Operating Costs, and Vehicle Depreciation Cost, minus any expenditure direct billed to FMCSA or those deemed ineligible. This provisional rate is calculated yearly based on the previous State Fiscal Year's financial activity. The Unit Cost Rate documentation has been submitted to the U.S. Department of Justice (cognizant agency) for approval.

DPS utilizes the Unit Cost Rate (UCR) to request eligible reimbursement from FMCSA for billable hours generated from eligible MCSAP activities. DPS Finance provides Troop S the financial documents necessary to administer the program.

The current UCR is \$86.57. The Salary Portion of the UCR is calculated by taking the payroll expenditures for all MCSAP eligible personnel, minus the direct billed expenditures, divided by an average of MCSAP eligible man hours worked in Troop S, divided by the total number of MCSAP Troopers.

The Maintenance of Effort (MOE) is tracked with a budget-to-actual type spreadsheet and will be included on our quarterly itemizations submitted to FMCSA to validate that we are meeting MOE.

DPS does not seek reimbursement from FMCSA for Commercial Vehicle Traffic Enforcement Program (CVTEP) or Traffic Enforcement Program (TTEP) activities. However, CVTEP and TTEP billable hours will be recorded and tracked by Troop staff for satisfying the MOE requirements.

Incentive Funds

In keeping with the State program element of collision reduction, Troop S will conduct a premium pay project with the MCSAP Incentive funds. The Oklahoma City and Tulsa metropolitan areas are difficult to conduct inspections due to the lack of safe areas for CMVs to park; however, these major cities account for approximately one-third of the State's crash picture. Troop S will conduct a Level III inspection saturation in the Oklahoma City and Tulsa metro areas focusing on driver behavior. Enforcement officers will be deployed to the main interstates just outside of the cities as a preventive measure before CMVs enter into the higher traffic section of Oklahoma City and Tulsa.

Table 1. Calculation of Actual Unit Cost Rate

CALCULATION OF ACTUAL UNIT COST RATE						
SFY 2013 (FFY 2013 CVSP)						
REPORTING PERIOD JULY 1, 2012 THROUGH JUNE 30, 2013						
OBJECT CODE	DESCRIPTION	EXPENDED	LESS DIRECT BILLED & INELIGIBLE EXPENSES	GRAND TOTALS LESS DIRECT BILLED	HOURLY RATE AMT/1292/48	TOTAL UNIT COST
PERSONAL SERVICES						
11	SALARY & BENEFITS **	4,960,161.64	480,476.14	4,479,685.50		
	SUBTOTAL	4,960,161.64	212,236.90	4,479,685.50	72.234351	72.234351
OPERATING COSTS						
21	TRAVEL REIMBURSED	41,733.39	38,934.95	2,798.44		
22	TRAVEL DIRECT EXPENDITURE	21,037.13	19,967.30	1,069.83		
31	MISCELLANEOUS ADMINISTRATIVE EXPENSES	118,489.27	57,499.50	60,989.77		
32	RENT EXPENSE	49,198.59	1,558.00	47,640.59		
33	MAINTENANCE & REPAIR EXPENSE	54,744.06	49,583.03	5,161.03		
34	SUPPLIES AND MATERIAL EXPENSES	280,361.86	61,865.19	218,496.67		
35	PRODUCTION EXPENSE	20,520.07	14,796.86	5,723.21		
36	OFFICE EXPENSE	14,977.51	0.00	14,977.51		
37	SHOP EXPENSE	20,006.62	0.00	20,006.62		
39	INTER & INTRA AGENCY PMTS-ADMIN EXPENSES	0.00	0.00	0.00		
41	OFFICE FURNITURE & EQUIPMENT	93,175.91	90,730.00	2,445.91		
42	EQUIPMENT - LIBRARY	5,182.58	5,142.58	40.00		
46	BLDG & OTHER STRUC-PURCH & RENOVATION	0.00	0.00	0.00		
53	INDEMNITIES, RESTITUTIONS, SETTLEMENTS	0.00	0.00	0.00		
54	PROGRAM REIMBURSEMENT (O.U.)	0.00	0.00	0.00		
61	INCENTIVE PAYMENTS, LOANS, TAXES	79.79	0.00	79.79		
	SUBTOTAL	719,506.78	340,077.41	379,429.37	6.118250	6.118250
VEHICLE DEPRECIATION						
	VEHICLE DEPRECIATION - (2011, 2012 & 2013)	509,759.49	0.00	509,759.49		
	SUBTOTAL	509,759.49	0.00	509,759.49	8.219806	8.219806
TOTAL		6,189,427.91	552,314.31	5,368,874.36	86.572406	86.572406
					Total Unit Cost Rate	
					86.57	
NOTES **	<p>SALARY PORTION BASED ON AVERAGE STRENGTH OF 1 CAPTAIN, 7 LIEUTENANTS, 37 TROOPERS AND 3 TURNPIKE TROOPERS. DOES NOT INCLUDE NEW ENTRANT. Rate: Total MCSAP Hours for SY-13-(62034) MCSAP troopers (48) EXPENDITURES ARE BASED UPON DEPARTMENT OF PUBLIC SAFETY REPORTS FOR STATE FISCAL YEAR 2013. DIRECT BILLED EXPENSES FROM 2013-MCSAP HAVE BEEN DEDUCTED.</p>					

Table 2. MCSAP MOE Baseline Calculation (MAP-21)

MCSAP MOE BASELINE CALCULATION (MAP-21)
FOR THE STATE OF Oklahoma
LEAD MCSAP AGENCY FOR FFY 2013 - Department of Public Safety

Check the box that most appropriately describes the State's ability to document the FFY 2004/2005 expenditures:

<input checked="" type="checkbox"/> The State Lead Agency has access to all supporting documentation to support the 2004/2005 expenses.		
<input type="checkbox"/> The State Lead Agency does not have all of the supporting documents to support the 2004/2005 expenses and has used the 2004/2005 expenses from the 2008 CVSP MOE Template ad		
<input type="checkbox"/> The State Lead Agency does not have the supporting documents to support the 2004/2005 expenses and the MOE submitted represents an estimate based on the best data availat		
	FFY 2004	FFY 2005
AWARD AMOUNTS		
Federal Basic Award	\$2,820,041.00	\$2,165,187.00
Federal Incentive Award	\$316,726.00	\$759,436.00
Total Basic and Incentive Award Amounts	\$3,136,767.00	\$2,924,623.00
MCSAP-ELIGIBLE EXPENSES		
Personnel (Payroll Costs)		
Salary	\$3,548,492.86	\$3,605,336.61
Overtime	\$215,885.52	\$322,190.82
EBC-FICA Savings Account	\$9,155.87	\$14,054.05
(Specify)		
(Specify)		
(Specify)		
Subtotal for Personnel - Insert in Line 6a (Form 424A)	\$3,773,534.25	\$3,941,581.48
Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)		
Approved Fringe Benefits Rate (Insert approved rate in line below, if applicable)		
(approved fringe benefits rate here)		
(Specify)		
(Specify)		
Subtotal for Fringe Benefits - Insert in Line 6b (Form 424A)	\$0.00	\$0.00
Program Travel		
Routine MCSAP-related Travel (Lodging/Meal Allowance)	\$4,296.65	\$43,585.84
Conference Travel (Identify conferences in Budget Narrative)		\$2,540.00
Training Travel (Identify training courses in the Budget Narrative)		
(Specify)		
(Specify)		
(Specify)		
Subtotal for Program Travel - Insert in Line 6c (Form 424A)	\$4,296.65	\$46,125.84
Equipment (Enter description and quantity of items in Budget Narrative)		
Vehicles and Related Vehicle Equipment		
Vehicles		
Other Inspection Vehicle Equipment (Radios, etc.)		
Equipment (Non-Expendable) Ok Correctional,Dell,Steve's Wholesale, Grainger	\$59,929.96	\$58,052.68
Equipment(Expendable) Memindez and Lube-N-Go	\$70,026.15	\$1,020.75
Subtotal for Vehicles and Related Vehicle Equipment	\$129,956.11	\$59,073.43

Non-Vehicle Equipment		
Other Equipment (Not included above)		
(Specify)		
(Specify)		
(Specify)		
Subtotal for Non-Vehicle Equipment	\$0.00	\$0.00
Subtotal for Equipment - Insert in Line 6d (Form 424A)	\$129,956.11	\$59,073.43
Supplies		
Office Supplies	\$3,992.07	\$29,827.29
Uniforms and Other Related Supplies		
Computers (Enter quantity and unit cost in Budget Narrative)		
Printers (Enter quantity and unit cost in Budget Narrative)		
(Office Expense)	\$3,742.30	\$643.81
Misc-Roy Courtright-fuel reimburse-\$88.20 and Oklahoma League for the blind	\$2,357.53	\$82.79
Subtotal for Supplies - Insert in Line 6e (Form 424A)	\$10,091.90	\$30,553.89
Contractual (Consultant Services, etc.)		
(Administrative Expense)	\$68,635.99	\$86,251.59
(Rent)	\$2,055.14	\$3,813.15
(Specify)		
Subtotal for Contractual - Insert in Line 6f (Form 424A)	\$70,691.13	\$90,064.74
Other Expenses		
Training Costs (Tuition, materials, etc.)		
CVSA Decals (Enter quantity and unit cost in Budget Narrative)		
Conferences Costs (Registration fees, etc.)		\$17,610.00
Fuel Costs	\$115,455.65	\$208,250.21
Maintenance of Vehicles Not Under Contract		
Fleet Cost (Mileage/Repairs)		
Communications (aircards, mobile phones, etc.)		
(Vehicle Depreciation)	\$479,480.73	\$306,443.91
(Specify)		
Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h	\$594,936.38	\$532,304.12
Subtotal for Direct Costs - Insert in Line 6i (Form 424A)	\$4,583,506.42	\$4,699,703.50
(approved Indirect Cost Rate here)		
Indirect Costs (Insert approved rate in above row) Insert in Line 6j (Form 424A)		
Total MCSAP Eligible Costs Expended	\$4,583,506.42	\$4,699,703.50
Federal Grant Funds Expended for the Fiscal Year	\$2,820,041.00	\$2,882,732.27
Associated State Grant Matching Funds Expended	\$705,010.25	\$720,683.07
Total Grant Funds Expended³	\$3,525,051.25	\$3,603,415.34
MOE Funds Expended	\$1,058,455.17	\$1,096,288.16
Aggregate Average Maintenance of Effort to be met for all federal fiscal years during the MAP-21 Authorization	\$1,077,371.67	

The Maintenance of Effort (MOE) is tracked using a budget to actual spreadsheet. In addition the MOE has a unique CFDA number which is placed on a purchase order when that order is an MOE item.

Table 3. FY 2014 Proposed CVSP Budget

**FY 2014 PROPOSED CVSP BUDGET
FOR THE STATE OF: (Oklahoma)
STATE LEAD MCSAP AGENCY: (Oklahoma)**

	80 % Federal Share	20 % State Match	Total Grant Expenditures	MOE Expenditures
AWARD AMOUNTS				
Federal Basic Award (Anticipated Amount)	\$3,231,022.00	\$807,755.50	\$4,038,777.50	
Federal Incentive Award (Anticipated Amount)	\$202,802.00	\$50,700.50	\$253,502.50	
Total Basic and Incentive (Anticipated Amount)	\$3,433,824.00	\$858,456.00	\$4,292,280.00	
MCSAP-ELIGIBLE EXPENSES				
Personnel (Payroll Costs)				
Salary (MCSAP hours 44,725 @ \$86.57) (MCSAP MOE hours 1642 @ \$86.57)	\$3,097,474.58	\$774,368.65	\$3,871,843.25	\$142,147.94
Overtime - Basic Funded (Not to exceed 15% of Basic Award amount in Line 6B)	\$0.00	\$0.00	\$0.00	
Overtime - Incentive Funded	\$202,802.00	\$50,700.50	\$253,502.50	
MCSAP Program Consultant	\$36,600.00	\$9,150.00	\$45,750.00	
Attorney	\$23,999.90	\$5,999.98	\$29,999.88	
CVTEP, Turnpike, TEP, Additional Hours for MOE (9371 @ \$86.57)				\$811,247.47
Subtotal for Personnel - Insert in Line 6a (Form 424A)	\$3,360,876.48	\$840,219.13	\$4,201,095.63	\$953,395.41
Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
Approved Fringe Benefits Rate (Insert approved rate in line below, if applicable)			\$0.00	\$0.00
(approved fringe benefits rate here)				\$0.00
MCSAP Program Consultant	\$25,862.34	\$6,465.58	\$32,327.92	\$0.00
Attorney	\$14,516.10	\$3,629.02	\$18,145.12	\$0.00
Subtotal for Fringe Benefits - Insert in Line 6b (Form 424A)	\$40,378.44	\$10,094.60	\$50,473.04	\$0.00
Program Travel				
Routine MCSAP-related Travel (Lodging/Meal Allowance)	\$3,920.00	\$980.00	\$4,900.00	\$11,520.55
Conference Travel (Identify conferences in Budget Narrative)	\$18,467.97	\$4,616.99	\$23,084.96	\$0.00
Training Travel (Identify training courses in the Budget Narrative)				\$5,000.00
			\$0.00	
Subtotal for Program Travel - Insert in Line 6c (Form 424A)	\$22,387.97	\$5,596.99	\$27,984.96	\$16,520.55
Equipment (Enter description and quantity of items in Budget Narrative)				
Vehicles and Related Vehicle Equipment				
Vehicles			\$0.00	
Other Inspection Vehicle Equipment (Radios, etc.)			\$0.00	
Subtotal for Vehicles and Related Vehicle Equipment	\$0.00	\$0.00	\$0.00	\$0.00
Non-Vehicle Equipment				
Other Equipment (Not included above)			\$0.00	
(Specify)			\$0.00	
(Specify)			\$0.00	
(Specify)			\$0.00	
Subtotal for Non-Vehicle Equipment	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal for Equipment - Insert in Line 6d (Form 424A)	\$0.00	\$0.00	\$0.00	\$0.00
Supplies				
Office Supplies			\$0.00	\$0.00
Uniforms and Other Related Supplies			\$0.00	\$0.00
Computers (Enter quantity and unit cost in Budget Narrative)			\$0.00	\$0.00
Printers (Enter quantity and unit cost in Budget Narrative)			\$0.00	\$13,080.30
Radars			\$0.00	\$10,465.00
Hazmat Manuals, Out of Service Criteria Manuals, FMCSA Reg Manuals.			\$0.00	\$5,142.58
Regscan			\$0.00	\$24,865.00
Subtotal for Supplies - Insert in Line 6e (Form 424A)	\$0.00	\$0.00	\$0.00	\$53,552.88
Contractual (Subgrantees, Consultant Services, etc.)				
STANDLEY Savin Copier			\$0.00	\$2,500.00
Alk			\$0.00	\$3,196.00
Subtotal for Contractual - Insert in Line 6f (Form 424A)	\$0.00	\$0.00	\$0.00	\$5,696.00
Other Expenses				
Training Costs (Tuition, materials, etc.)	\$0.00	\$0.00	\$0.00	
CVSA Decals (Enter quantity and unit cost in Budget Narrative)	\$0.00	\$0.00	\$0.00	\$1,512.00
Conferences Costs (Registration fees, etc.)	\$12,160.00	\$3,040.00	\$15,200.00	\$0.00
Fuel Costs	\$0.00	\$0.00	\$0.00	\$0.00
Maintenance of Vehicles Not Under Contract	\$0.00	\$0.00	\$0.00	\$0.00
Fleet Cost (Mileage/Repairs)	\$0.00	\$0.00	\$0.00	\$0.00
Communications (aircards, mobile phones, etc.)	\$0.00	\$0.00	\$0.00	\$46,728.31
			\$0.00	
			\$0.00	
Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h (Form 424A)	\$12,160.00	\$3,040.00	\$15,200.00	\$48,240.31
Subtotal for Direct Costs - Insert in Line 6i (Form 424A)	\$3,435,802.89	\$858,950.72	\$4,294,753.63	\$1,077,405.15
(approved Indirect Cost Rate here)				
Indirect Costs (Insert approved rate in above row) Insert in Line 6j (Form 424A)			\$0.00	
Total Costs Budgeted	\$3,435,802.89	\$858,950.72	\$4,294,753.61	\$1,077,405.15

Justification

*Budget Narrative for FFY-2014
October 1, 2013 through September 30, 2014*

MCSAP HOURS

The Motor Carrier Safety Assistance Program has 42 full time MCSAP Troopers that conduct MCSAP eligible activities. The 42 MCSAP Troopers consist of one Troop Commander (MCSAP Coordinator), seven Lieutenants (Supervisors), and 36 roadside Troopers. There is also a MCSAP Program Consultant and an Attorney that conduct MCSAP eligible activities.

All MCSAP Troopers track their eligible MCSAP activity hours each month and provide them to the Program Consultant. The Program Consultant, who tracks all the hours each month, multiplies them by a Unit Cost Rate (UCR). The UCR is a provisional hourly rate consisting of Personnel Cost, Operating Costs and Vehicle Depreciation Cost minus any expenditure direct billed to FMCSA. This provisional rate is calculated yearly based on the previous State Fiscal Year's financial expenditures. The calculated total is then divided by an average of man hours worked, then divided by the total number of MCSAP Troopers to determine a UCR. The number of hours tracked and billed to the grant varies from year to year. The number of hours projected for FY 2014 is 44,725. This number is multiplied by the current UCR of \$86.57, which equals \$3,871,843.25 and used in lieu of direct billing salaries for MCSAP Troopers. A total of 1,642 MCSAP hours will also be used towards the State's MOE which equals \$142,147.94.

Troop S tracks CVTEP, Turnpike and TTEP hours to help meet the State's MOE requirement. These hours are tracked and calculated at the same UCR. The number of hours projected for FY 2014 is 9,371 @ \$86.57, which equates to \$811,247.47.

A. PERSONNEL COST:

Position	Salary with Benefits	Level of Effort	Cost
MCSAP Troopers-incentive overtime	\$253,502.50	100%	\$253,502.50
MCSAP Program Consultant	\$78,077.92	100%	\$78,077.92
Attorney	\$96,290.00	50%	\$48,145.00
Total			\$379,725.42

JUSTIFICATION: The MCSAP Program Consultant completes a number of duties for the MCSAP program. Some of those duties include: Prepares purchase orders, analyzes financial information concerning division personnel, budget oversight, supplies, equipment, payroll-including overtime, and other expenditures to determine eligibility by function and activity. In collaboration with the Attorney and MCSAP Grant Coordinator the MCSAP Program Consultant also prepares the grant application and supporting documents through Grants.gov and maintains financial data for all grants through spreadsheets. The overall goal of the MCSAP Program Consultant is to ensure that the requirements for the MCSAP grant are met. The DPS Attorney completes a number of duties for the MCSAP program which include holding administrative hearings for MCSAP cases in which a civil penalty has been assessed and the motor carrier has made a timely request for a hearing. The attorney issues

proposed final orders after holding the hearing containing findings of acts and conclusions of law, files suits in Oklahoma County District Court against motor carriers who have failed to pay civil penalties assessed as a result of a MCSAP inspection. The attorney drafts the annual Commercial Vehicle Safety Plan and Federal Quarterly Reports. The attorney helps drafts legislation to create new laws or amend existing laws so Oklahoma statutes conform to Federal code and regulations regarding motor carrier safety and provides legal opinions to the MCSAP Coordinator and Lieutenant over the MCSAP grant regarding various issues as they arise. The attorney also provides legal assistance to Commercial Driver's License Division and the Size and Weight Permitting Division. In keeping with the State program element of collision reduction, Troop S will conduct a premium pay project with the MCSAP Incentive funds. The Oklahoma City and Tulsa metropolitan areas are difficult to conduct inspections due to the lack of safe areas for CMVs to park; however, these major cities account for approximately one-third of the State's crash picture. Troop S will conduct a Level III inspection saturation in the Oklahoma City and Tulsa metro areas focusing on driver behavior. Enforcement officers will be deployed to the main interstates just outside of the cities as a preventive measure before CMVs enter into the higher traffic section of Oklahoma City and Tulsa.

PROGRAM TRAVEL:

Purpose of Travel	Location	Item	Rate	Cost
Compliance Reviews	State rate	Hotel	\$77.00 a night	\$2,450.00
Compliance Reviews	Varies by area	Per Diem	Varies by area	\$2,450.00
National Road Check	Scale houses	Per Diem	Varies by area	\$4,293.39
National Road Check	Scale houses	Hotel	\$77.00 a night	\$4,262.89
Special Emphasis	State rate	Hotel	\$77.00 a night	\$2,964.27
		Per Diem	Varies by area	
Total				\$16,420.55

JUSTIFICATION: Troop S is dedicated to conducting Compliance Reviews for motor carriers that include property, passenger, and hazardous material carriers. Compliance Reviews are conducted on identified high-risk carriers. Currently, Troop S has four full-time Troopers that are dedicated solely to conducting Compliance Reviews. Each Trooper is required to complete a minimum of 20 Compliance Reviews each year. In SFY-13, Oklahoma conducted 96 Compliance Reviews and one Intrastate Compliance Review. Compliance Reviews require travel across the state, some of which are overnight. Special Emphasis activities are being done in SFY -14 which consists of several activities, two of which is identifying CMV driver alcohol and drug related violations. Special Emphasis also requires Troopers to stay overnight. Troop S also places a strong emphasis on Road Check which occurs in June each year. Road Check is used is to decrease high-risk carriers, who are violating basic safety standards, which put others at risk. Road Check is usually held at four different locations across the state for a period of one week. Program travel is needed so that all MCSAP Troopers can perform their job duties.

- * Compliance Review travel will be direct billed to FMCSA.
- * Road check and Special Emphasis travel will be calculated towards MOE

B. CONFERENCES:

Name of Conference	Location	Item	Rate	Cost
COHMED	Sarasota, FL	Airfare	\$550.00 X 2 travelers	\$1,100.00
COHMED	Sarasota, FL	Hotel	\$112.00 X 5 nights X 2 travelers	\$1,120.00
COHMED	Sarasota, FL	Per Diem	\$56 a day X 5 days X 2 travelers	\$560.00
CVSA Spring	Los Angeles, CA	Airfare	\$550.00 X 5 travelers	\$2,750.00
CVSA Spring	Los Angeles, CA	Hotel	\$125.00 X4 nights X 5 travelers	\$2,500.00
CVSA Spring	Los Angeles, CA	Per Diem	\$71.00 X 5 days X 5 travelers	\$1,775.00
CVSA Fall	Unknown location	Airfare	\$550.00 X 5 travelers	\$2,750.00
CVSA Fall	Unknown location	Hotel	\$120.00 X 4 nights X 5 travelers	\$2,400.00
CVSA Fall	Unknown location	Per Diem	\$56.00 day X 5 travelers X 5 days	\$1,400.00
NAIC	Pittsburg, PA	Airfare	\$550.00 X 2 travelers	\$1,100.00
NAIC	Pittsburg, PA	Hotel	\$119.00 X 6 days X 2 travelers	\$1,428.00
NAIC	Pittsburg, PA	Per Diem	\$71.00 X 6 days X 2 travelers	\$852.00
MCSAP Regional Planning Meeting	Memphis, TN	Airfare	\$623.48 X 2 travelers	\$1,246.96
MCSAP Regional Planning Meeting	Memphis, TN	Hotel	\$99.00 X 4 nights X 3 travelers	\$1,188.00
MCSAP Regional Planning Meeting	Memphis, TN	Per Diem	\$61 X 5 days X 3 travelers	915.00
Total				\$23,084.96

JUSTIFICATION: Troop S is dedicated to ensuring that all MCSAP Troopers are knowledgeable with regulation changes, staying in contact and communicating with other MCSAP state agencies, and apply changes as they occur. Troop S attends various conferences through Commercial Vehicle Safety Alliance (CVSA). CVSA promotes commercial motor vehicle safety and security by providing leadership to enforcement, industry, and policy makers. The cost budgeted for FY-2014 is for two individuals to attend COHMED, five individuals to attend the CVSA Spring conference, and five individuals to attend the CVSA fall conference. The five attendees are highly encouraged to participate as voting members, or at the very least actively participate in the following committees: Information Systems, Program Initiatives, Hazardous Materials, Training Committee, and Vehicle Committee. Two individuals (one participant and one judge) are budgeted to attend NAIC in Pittsburgh, PA. Three

individuals have been budgeted for Regional Planning Meeting in the spring. Conferences are out of state and require airfare, hotel, and per diem for each individual traveling.

C. TRAINING

Name of Training	Location	Item	Rate	Cost
Cargo Tank	OKC, OK	Class materials	Varies	\$500.00
NASI part A	OKC, OK	Trainer hotel/per diem/materials	\$77.00 a night Varies by area	\$1,000.00
NASI part B	OKC, OK	Trainer hotel/per diem/materials	Varies by area	\$1,000.00
Hotel for training	OKC, OK	RTI hotel	\$31.00 a night	\$2,500.00
Total				\$5,000.00

JUSTIFICATION: The majority of Troop S Troopers are certified in Hazardous Materials; however, our CVTEP program is a career path and will need to be able to inspect cargo tanks as a bulk inspection. Troop S will attempt to conduct a hazardous material special emphasis to maintain and increase focus on the compliance of motor carriers, shippers and other transporters. NASI part A and NASI part B is held each year to train and certify Troopers on inspections. Inspections are conducted to ensure trucks and buses driving on the highways are operating safely. The amount requested for FY-2014 will cover per diem and class materials.

* The above mentioned training will be calculated towards the MOE

D. SUPPLIES

Item	Cost	Quantity	Total
HP Laser Jet Pro-P1102 W Workgroup, Monochrome wireless	\$159.99 each	45	\$7,019.55
HP DeskJet 1000 J110A Inkjet Printer	55.33 each	25	\$1,383.25
Sima Stp-225-watt Power Inverter	\$37.10 each	25	\$927.50
Tripp-Lite-PV1800HF 1800 Watt Inverters	\$150.00 each	25	\$3,750.00
LIDAR: LTI 20/20 TruSpeed Item # 7006600	\$1,295.00 each	5	\$6,475.00
LIDAR: LTI 20/20/ TruSpeed Item # 7006055	\$1,995.00	2	\$3,990.00
FMCSA Regulation Manuals	\$7.89 each	150	\$1,366.83

Item	Cost	Quantity	Total
	(plus shipping cost for MCSAP portion: \$183.33)		
Hazmat Manuals	\$16.99 each (plus shipping: \$168.75)	100	\$1,867.75
Out-of-Service Manuals	\$20.00 each (plus shipping cost for MCSAP portion: \$108.00)	90	\$1,908.00
RegScan Software	Yearly fee	one price	\$24,865.00
Total			\$53,552.88

JUSTIFICATION: The state requests to purchase 45 HP Laser Jet Pro P 1102-W Work Monochrome Wireless Printers and 1800 watt inverters. These printers are replacements for aging printers currently in use in the field by Troop S Troopers. Currently CVTEP Troopers are conducting written inspection reports. The goal is to transition these Troopers to electronic printed inspections. The 25 HP DeskJet 1000 J110A printers are a smaller printer conducive to size of vehicle these Troopers operate. The 25 power inverters are for the 25 printers to provide power to the printer. The radar (lidar) is requested in addition to the department-issued radar to provide the MCSAP Trooper a more versatile tool for Commercial Motor Vehicle speed enforcement. The department-issued radar is the Stalker 2X DS which cost \$3,250.30 each. These are mounted in each patrol unit, whereas the requested radar is portable allowing movement between vehicles. It can also be used independent of a vehicle since it has its own battery pack. The radars we are requesting include two Truspeed LR which are long range pistol grip style radars and five Truspeed S which are standard range binocular style radars. The radar will be beneficial in areas with limited highway shoulder parking space increasing the safety of the Trooper operating the radar, and in high traffic volume areas such as a metropolitan setting and will increase the operators ability to separate a single vehicle out of a group of vehicles. The radar is a valuable tool when conducting a special emphasis with an unmarked unit or completely separate from a patrol unit making the operator less obvious to the approaching and/or passing traffic. Manuals provide the Trooper with the latest information in regards to policy and law changes. In FY-2013 three different manuals, FMCSA Regulation Manuals, Hazmat Manuals, and Out of Service Manuals were purchased for MCSAP Troopers. Regscan is a software program that helps the CMV enforcement Trooper to inspect CMV's carrying Hazmat. It has modules that tell the inspector the proper segregation, truck markings, and other information for CMV's carrying Hazmat. It provides accurate information to the inspector regarding HazMat regulations and creates uniformity in the inspection procedures across the country. These supplies are needed for the successful operation of the MCSAP program.

* The above supplies will be calculated towards MOE

E. CONTRACTUAL

Name	Service	Cost
ALK	PC Miler	\$3,196.00
Standley	Annual charge for copier	\$2,500.00
Total		\$5,696.00

JUSTIFICATION: Troop S uses PC Miler software from ALK Associates. This is the highway mileage and routing software. It is designed to help roadside inspectors and Compliance Review Investigators verify motor carriers compliance with federal safety regulations as specified by FMCSR. Troop S contracts with Standley Services to provide a machine with the ability to copy, fax, and scan.

F. OTHER EXPENSES

Item	Service	Cost
CVSA decals	Decals for inspectors. Each quarter approximately 1,350 decals (\$378.00 per quarter) are used.	\$1,512.00
Conference cost	CVSA registration fees for two individuals for COHMED, 5 individuals for CVSA Spring and 5 individuals for fall at \$450.00 each for a total of \$5,400.00 and yearly membership dues of \$9,800.00	\$15,200.00
Communication cost Sprint, AT&T, Verizon	Aircards for 48 MCSAP Troopers, Blackberry service and supplies for 48 Troopers	\$46,728.31
Total		\$63,440.31

JUSTIFICATION: A commercial motor vehicle that passes a Level I or Level V roadside inspection is awarded a Commercial Vehicle Safety Alliance decal. The “pass inspection” means that no violations are found on those items listed in the Critical area of the CVSA Out-of-Service Criteria. Decals are affixed to the vehicle by the certified inspector. Decals are ordered each quarter (four quarters a year). The average number of decals that Troop S uses each quarter is 1,350 and the cost is \$.28. Troop S pays a one-time membership fee each year to be a CVSA member. The cost of this membership is \$9,800.00. Also budgeted for FY-2014 is for two individuals to attend the COHMED conference in January, five individuals to attend the CVSA conference in the fall and spring conference. A total of 12 individuals will need conference registration fees. Registration cost for all CVSA conferences in FY-2014 is \$5,400.00. Troop S Troopers, Lieutenants, and Captain have Blackberrys and Aircards, which enable them to access individuals, DPS and other agencies as needed. The Aircards enable the Troopers to access computer programs from the roadway. Communication devices are needed for all MCSAP Troopers to perform their job functions.

Program Contacts

Primary MCSAP Coordinator

CPT. Jim Upchurch #23
MCSAP Coordinator
200 NE 38th Terrace
Oklahoma City, OK 73105
405-521-6060
jupchurc@dps.state.ok.us

Secondary MCSAP Coordinator

LT. James Watson #123
Assistant Coordinator
200 NE 38th Terrace
Oklahoma City, OK 73105
405-521-6060
jwatson@dps.state.ok.us

New Entrant Contact

Vacant
New Entrant Coordinator
200 NE 38th Terrace
Oklahoma City, OK 73105
405-521-6060

SafetyNet Coordinator

Edith Booker
Administrative Program Officer
200 NE 38th Terrace
Oklahoma City, OK 73105
405-521-6060
ebooker@dps.state.ok.us

CDL Contact

Tamara Shepherd
CDL Programs Administrator
PO BOX 11415
Oklahoma City, OK 73136
405-425-2015
tshepher@dps.state.ok.us

DIAP Contact

CPT. Sheridan O'Neal #39
Coordinator
PO BOX 11415
Oklahoma City, OK 73136
405-425-2301
Soneal@dps.state.ok.us

State Training

The total number of classes anticipated to be requested during FY 2014:
Three classes: NAS Part A, NAS Part B, and Cargo Tank

The estimated total cost for Oklahoma's training:
\$5,000.00

Appendix – Grant & Certifications Documents

State Certification

STATE CERTIFICATION OF CONFORMANCE WITH THE MOTOR CARRIER SAFETY ASSISTANCE PROGRAM - Fiscal Year 2014

I, *Michael C Thompson, Commissioner of Public Safety*, on behalf of the State (or Commonwealth) of *Oklahoma*, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety rules and regulations that are compatible with the FMCSRs and the HMRs.
2. The State has designated *Department of Public Safety* as the lead agency to administer the CVSP for the grant sought and *Oklahoma Highway Patrol, Troop S* to perform defined functions under the plan. These agencies have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws or regulations.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws or regulations in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal and State CMV safety laws and regulations.
8. The State must maintain the total expenditure of amounts of the lead State agency responsible for implementing the CVSP, exclusive of Federal assistance and State matching funds, for CMV safety programs eligible for funding under the Basic program at a level at least equal to the average level of that expenditure for fiscal years 2004 and 2005. These expenditures must cover at least the following four program areas, as applicable:
 - a. Motor carrier safety programs in accordance with 49 CFR 350.109.

- b. Size and weight enforcement programs in accordance with 49 CFR 350.309(c)(1).
- c. Drug interdiction enforcement programs in accordance with 49 CFR 350.309(c)(2).
- d. Traffic safety programs in accordance with 49 CFR 350.309(d).

9. The State will ensure that CMV size and weight and drug interdiction enforcement activities funded with MCSAP funds will not diminish the effectiveness of the development and implementation of other CMV safety enforcement programs.

10. The State will ensure that sanctions imposed by the State are consistent, effective, and equitable.

11. The State will establish and dedicate sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data is collected and reported to FMCSA; participate in a national motor carrier safety data correction program (DataQs); ensure participation in appropriate FMCSA systems and other information systems by all appropriate jurisdictions receiving MCSAP funding; and ensure information is exchanged in a timely manner with other States.

12. The State will ensure that the CVSP, data collection, and information systems are coordinated with the State highway safety program under title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is *Michael C Thompson*.

13. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.

14. The State will ensure that MCSAP agencies have departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.

15. The State will ensure that requirements relating to the licensing of CMV drivers are enforced, including checking the status of CDLs.

16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR Part 385, Subpart C for training and experience of employees performing safety audits, carrier interventions, compliance reviews, or driver/vehicle roadside inspections.

17. The State will enforce operating authority requirements under 49 CFR 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.

18. The State will enforce the financial responsibility requirements under 49 CFR Part 387 as applicable to CMVs subject to the provisions of 49 CFR 392.9a.

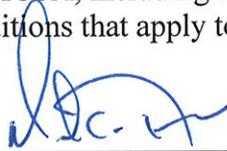
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops.

22. The State will ensure that it transmits to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. Section 31315(b) and provided to the State by the FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

Signature _____

 7/22/13

Name and Title _____

Michael C. Thompson, Commissioner

Date _____

7/22/13

Additional Comments or Footnotes:

MT:jg

'3

Regulatory Compatibility Review

OKLAHOMA DEPARTMENT OF PUBLIC SAFETY REGULATORY COMPATIBILITY REVIEW

In accordance with 49 CFR, Parts 350 and 355, as COMMISSIONER for the Oklahoma Department of Public Safety, State of Oklahoma, I do hereby certify the State of Oklahoma is compatible with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR) and the Federal Hazardous Material Regulations (FHMR) as follows:

Oklahoma has adopted the Federal Motor Carrier Safety and Hazardous Material Regulations under statutory authority of O.S. Title 47, 230.1. The adoption of the regulations has been codified in Agency Rules, Title 595, Oklahoma Department of Public Safety, Chapter 35, Enforcement of Oklahoma Motor Carrier Safety and Hazardous Materials Transportation Act. Rules under this title are listed in Sections 595:35-1-1 through 595:35-1-11.

Listed below is a table that provides an overview of Federal Regulations (INTERSTATE) currently adopted by the DPS and where compatible rules exist for INTRASTATE Carriers:

49 CFR, PART	For Hire Carriers (Y=Compatible Rules Exist)	Private Carriers (Y=Compatible Rules Exist)	Exempt Carriers (Y=Compatible Rules Exist)
40	Y	Y	Y
382	Y	Y	Y
383	N	N	N
385	Y	Y	Y
386	Y	Y	Y
390	N	N	N
391	Y	Y	Y
392	Y	Y	Y
393	Y	Y	Y
395	N	N	N
396	Y	Y	Y
397	Y	Y	Y
107	Y	Y	Y
171	Y	Y	Y
172	Y	Y	Y
173	Y	Y	Y
177	Y	Y	Y
178	Y	Y	Y
180	Y	Y	Y

OKLAHOMA DEPARTMENT OF PUBLIC SAFETY
P.O. Box 11415
Oklahoma City, OK 73136
405/425-2148

Dated this ___ Day of July 2013

Michael C. Thompson, Commissioner

FMCSA Administrative Capability Questionnaire

FMCSA Administrative Capability Questionnaire (Self Certification Form) For State and Local Governments and Non-Profit Organizations

OVERVIEW

States, local governments, and non-profit organizations that receive Federal Motor Carrier Safety Administration (FMCSA) financial assistance funds are subject to the administrative and financial standards set forth in the relevant Code of Federal Regulation (CFR) sections and Office of Management and Budget (OMB) Circulars. The CFR sections and OMB Circulars that apply specifically to State, local government, and non-profit organization recipients of Federal grant funds are:

- 2 CFR 215, “Uniform Administrative Requirements for Grants and Cooperative Agreement with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations (OMB A-110)”
- 2 CFR 220, “Cost Principles for Educational Institutions (OMB A-21)”
- 2 CFR 225, “Cost Principles for State, Local, and Indian Tribal Governments (OMB A-87)”
- 2 CFR 230, “Cost Principles for Non-Profit Organizations (OMB A-122)”
- 49 CFR Part 18, “Transportation – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments (OMB Circular A-102 codified at 49 CFR Part 18)”
- OMB Circular A-133, “Audits of States, Local Government, and Non-Profit Organizations”

PURPOSE

The purpose of this questionnaire is to provide States, local governments, and non-profit organizations seeking FMCSA grant funds with a tool to assess their ability to successfully manage Federal grant funds against administrative and financial standards. If an organization’s policies and procedures do not fully comply with the requirements in the questionnaire, then the organization may need revised or new policies in order to comply with Federal financial management standards.

SUBMISSION INSTRUCTIONS

Complete and sign the questionnaire and include it as part of the organization’s application for FMCSA grant funds. If your organization experiences challenges pertaining to submitting your Self Certification Form, it is recommended that your organization provide a hard copy to the Division Office who will deliver the Form to the Program Manager via email.

PART I – Contact Information		
1.	Legal name of your organization associated with the Dun and Bradstreet Data Universal Numbering System (DUNS) Number	Department of Public Safety (DPS)
2.	DUNS Number	0824700017
3.	Address associated with your DUNS Number	3600 N Martin Luther King Ave Oklahoma City OK 73111
4.	Employer Identification Number (EIN)	736017987
5.	Congressional District	5 th District
6.	Organization Phone Number	405-425-2001
7.	If applicable, please list any affiliated organizations that may influence actions related to the grant	
8.	Name of the primary application point of contact (POC) for the grant(s)	LT Justin Gandy #100
9.	POC Phone Number	405-521-6060
10.	POC E-mail Address	dgandy@dps.state.ok.us

PART II – General Information and Assurances		
1.	Is your organization in compliance with applicable Anti-Lobbying Policies included in Lobbying Form GG and, if applicable, the SF-LLL Disclosure of Lobbying Activities?	YES
2.	Have any key personnel listed in the application for your organization been debarred or suspended from participation in Federal assistance programs?	NO
3.	Does your organization have any findings related to violations of the Civil Rights Act, Age Discrimination Act, Americans with Disabilities Act, and other civil rights laws?	NO
4.	Does your organization maintain a Drug-Free Workplace per the FMCSA Financial Assistance Agreement General Provisions and Assurances?	YES

PART III – Audit History		
1.	Is your accounting system accrual based or cash based?	ACCRUAL
2.	Is your accounting system manual, automated, or a combination?	COMBINATION
3.	Has an audit been performed on the organization's financial statement?	YES
4.	What was the audit opinion?	No Reportable Findings
5.	If your organization has expended more than \$500,000 in Federal grant funds within the last year, has OMB A-133 Audit been performed?	Yes
6.	If yes, were there any major findings?	NO
7.	In no, please explain why an audit was not performed.	N/A
8.	If your organization was subject to any other audits in the last two years (e.g., Office of Inspector General (OIG), Programmatic, State) please describe whether or not there were audit findings.	N/A

PART IV – Administrative Capability			
Instructions: Check the appropriate box to the right for each item. If your organization meets the requirement, check the box in the "Yes" column. If your organization does not meet the requirement described, check the box in the "No/Explain" column. If applicable, provide explanations in the "No/Explain" column or in an attachment.		Yes	No/Explain
Financial Management			
1.	Does your organization provide procedures for determining the reasonableness, allocability and allowability of costs in accordance with the applicable cost principles?	YES	
2.	Does your organization provide for effective control and accountability for all grant cash, real and personal property, and other assets? (49 CFR 18.20(b)(3))?	YES	
3.	Does your organization provide accurate, current, and complete disclosure of the financial results of the financially assisted activities required by the financial reporting requirements of the grant? (49 CFR 18.20(b)(1))?	YES	

PART IV – Administrative Capability			
Instructions: Check the appropriate box to the right for each item. If your organization meets the requirement, check the box in the “Yes” column. If your organization does not meet the requirement described, check the box in the “No/Explain” column. If applicable, provide explanations in the “No/Explain” column or in an attachment.		Yes	No/Explain
4.	Does your organization permit preparation of reports required by the applicable statutes and regulations? (49 CFR 18.20(a)(1))?	YES	
5.	Does your organization permit the documentation of funds to a level of expenditure adequate to establish that funds have not been expended in violation of applicable statutes (49 CFR 18.20(a)(2))?	YES	
6.	Does your organization contain information pertaining to grant awards and authorizations, obligations, unobligated balances, assets, liabilities, expenditures, and income sufficient to identify the source and application of funds provided for financially-assisted activities? (49 CFR 18.20(b)(2))?	YES	
7.	Does your organization have an approved indirect cost rate with the Federal Government that covers the entire proposed period of performance for the grant application?	YES	
Procurement Standards			
1.	When procuring property, including equipment and services under grants, does your organization’s contract administration system thoroughly document and inventory all equipment purchased with grant funds? (49 CFR 18.32(d)(1))	YES	
2.	Does your organization provide controls to ensure safeguards against loss, damage, or theft of the property? (49 CFR 18.32(d)(3))?	YES	
3.	Does your organization provide adequate maintenance of the property? (49 CFR 18.32(d)(4))?	YES	-
4.	Does your organization follow written procurement procedures which (1) avoid unnecessary purchases; (2) provide an analysis of lease and purchase alternatives; and (3) provide a process for soliciting goods and services that maximizes competition to obtain good value? (49 CFR 18.32(d)(5))?	YES	
5.	Does your organization define equipment as property that is non-expendable, tangible personal property having a useful life of more than one year and is an acquisition cost valued at \$5,000 or the lesser of the capitalization level established by the State or local government? (2 CFR 225 Appendix B, 15.a.(2) and 2 CFR 230, Section 15.a.(2))?	YES	

PART IV – Administrative Capability			
Instructions: Check the appropriate box to the right for each item. If your organization meets the requirement, check the box in the “Yes” column. If your organization does not meet the requirement described, check the box in the “No/Explain” column. If applicable, provide explanations in the “No/Explain” column or in an attachment.		Yes	No/Explain
Personnel			
1.	Does your organization maintain written standards of conduct governing the performance of employees engaged in the award and administration of contracts (e.g., conflict of interest forms)? (49 CFR 18.36(b)(3))?	YES	
2.	Does your organization maintain a personnel system which provides for the submission of personnel activity reports on the activities of each employee whose compensation is charged to an assistance agreement? (2 CFR 225 Appendix B, 8.h.(5) and 2 CFR 230 Appendix B, Section 8.m.)	YES	
3.	Are your organization’s fringe benefits applied reasonably and consistently to all grants and identified by individual employee or allotted by a fringe benefit rate?	YES	
Sub-Award System			
1.	Does your organization’s sub-award administration system meet Federal requirements? (OMB Circular A-133, Subpart D§ .400(d); 49 CFR Part 18)	N/A	
2.	Does your organization maintain written procedures outlining sub-grantee responsibilities and include: 1) clauses required by Federal statute and EO’s and their implementing regulations, and; 2) a provision for compliance with 49 CFR Part 18.42 in the sub-grantee agreement?	N/A	

PART V - CERTIFICATION AND SUBMISSION

CERTIFICATION OF APPLICANT’S AUTHORIZED REPRESENTATIVE (REQUIRED):

I certify that the statements I have made on this form and all attachments thereto are true, accurate, and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable law.

Name JUSTIN GANDY

Title LIEUTENANT

Signature 

Date 07-11-2013

Oklahoma Administrative Code (OAC)

Chapter 35. Enforcement of Oklahoma Motor Carrier Safety and Hazardous Materials Transportation Act

[Authority: 47 O.S., § 230.4(1) and (2); 75 O.S., § 250.4(A) (8)]

Chapter 35 - Enforcement of Oklahoma Motor Carrier Safety and Hazardous Materials Transportation Act

595:35-1-1. Purpose

The purpose of this Chapter is to implement standards and procedures designed to enhance public safety without placing an undue burden on motor carriers who engage in the transportation of hazardous and nonhazardous materials within this state [47 O.S. §230.4(1)].

595:35-1-2. Definitions

The following words and terms, when used in this Chapter, shall have the following meaning, unless the context clearly indicates otherwise:

"**Act**" means the Oklahoma Motor Carrier Safety and Hazardous Materials Transportation Act [47 O.S. § 230.1 et seq.].

"**Commissioner**" means the Commissioner of Public Safety.

"**Compliance Review**" as defined by 49 C.F.R. 385.3.

"**Department**" means the Department of Public Safety.

"**Representative**" means any employee of the Department authorized by the Commissioner to carry out the provisions of the Act or a rule adopted by the Commissioner to carry out the Act.

"**Respondent**" means the individual, corporation, or entity charged with a violation of the Act or of a rule adopted by the Commissioner to carry out the Act.

"**Troop S**" means the Oklahoma Highway Patrol Troop of the Department authorized by the Commissioner to enforce the provisions of the Act or of any rule adopted by the Commissioner to carry out the Act.

595:35-1-3. General

(a) Any statute, law, or regulation of the United States or statute of the State of Oklahoma now existent, or duly enacted in the future shall supersede any conflicting provision of this Chapter to the extent of such conflict, but shall not affect the remaining provisions herein.

(b) Any violation of the rules of this Chapter or of the Oklahoma Motor Carrier Safety and Hazardous Materials Transportation Act may result in the assessment of an administrative penalty. [47 O.S. §§ 230.6 and 230.9]

(c) Interested parties may obtain information or make submission related to this Chapter by contacting: Commercial Vehicle Enforcement Section, Troop S, Department of Public Safety, 200 NE 38th Terrace, Oklahoma City, Oklahoma 73105, Phone: (405) 521-6060.

595:35-1-4. Adoption by reference

The Department of Public Safety adopts by reference the United States Department of Transportation regulations pertaining to motor carrier safety and hazardous materials transportation, as contained in Title 49 of the Code of Federal Regulations (49 CFR) [47 O.S. § 230.5(2)]. Information relative to this adoption is available through various sources, such as the Labelmaster publication, "Federal Motor

Carrier Safety Regulations." Copies of this publication are available by contacting the Oklahoma Trucking Association at (405) 525-9488. Those regulations pertaining to motor carrier safety and hazardous materials transportation adopted by reference under this Section are:

- (1) Part 40 Procedures for Transportation Workplace Drug and Alcohol Testing Programs. [49 CFR § 40.1 et seq.]
- (2) Part 107 Hazardous Materials Programs and Procedures. [49 CFR § 107.1 et seq.]
- (3) Part 171 Hazardous Materials Regulations...General Information, Regulations, and Definitions. [49 CFR § 171.1 et seq.]
- (4) Part 172 Hazardous Materials Tables and Hazardous Material Communication Regulations and Emergency Response Information Requirements. [49 CFR § 172.1 et seq.]
- (5) Part 173 Shippers-General Requirements for Shipments and Packagings. [49 CFR § 173.1 et seq.]
- (6) Part 177 Carriage by Public Highway. [49 CFR § 177.800 et seq.]
- (7) Part 178 Shipping Container Specifications. [49 CFR § 178.0 et seq.]
- (8) Part 180 Continuing Qualification and Maintenance of Packagings. [49 CFR § 180.00 et seq.]
- (9) Part 382 Controlled Substances and Alcohol Use and Testing. [49 CFR § 382 et seq.]
- (10) Part 383 Commercial Driver's License Standards; Requirements and Penalties [49 CFR § 383.1 et seq.], in so much as it does not conflict with state law
- (11) Part 385 Safety Fitness Procedures. [49 CFR § 385.1 et seq.]
- (12) Part 386 Rules of Practice for Motor Carrier, Intermodal Equipment Provider, Broker, Freight Forwarder, and Hazardous Materials Proceedings. [49 CFR § 386.1 et seq.]
- (13) Part 390 Federal Motor Carrier Safety Regulations: General. [49 CFR § 390.1 et seq.]
- (14) Part 391 Qualifications of Drivers. [49 CFR § 391.1 et seq.]
- (15) Part 392 Driving of Motor Vehicles. [49 CFR § 392.1 et seq.]
- (16) Part 393 Parts and Accessories Necessary for Safe Operation. [49 CFR § 393.1 et seq.]
- (17) Part 395 Hours of Service of Drivers. [49 CFR § 395.1 et seq.]
- (18) Part 396 Inspection, Repair, and Maintenance. [49 CFR § 396.1 et seq.]
- (19) Part 397 Transportation of Hazardous Materials; Driving and Parking Rules. [49 CFR § 397.1 et seq.]

595:35-1-5. Applicability

(a) The hazardous materials regulations found in 49 CFR Parts 107, 171, 172, 173, 177, 178, and 180 are applicable to:

- (1) Motor carriers and their agents, employees, or representatives currently subject to the federal regulations regarding the transportation of hazardous materials.
- (2) Motor carriers and their agents, employees and representatives participating in intrastate commerce transporting hazardous materials.
- (3) Hazardous materials shippers who offer or ship hazardous materials in intrastate commerce.

(b) The motor carrier safety regulations found in 49 CFR Parts 40, 382, and 390 through 397 are applicable to:

- (1) Motor carriers and their agents, employees, or representatives participating in interstate commerce who are currently subject to the federal regulations concerning motor carrier safety indicated by 49 CFR §390.1.
- (2) Motor carriers and their agents, employees and representatives participating in intrastate commerce.

(A) Using vehicles with:

- (i) a gross vehicle weight rating or a gross combination weight rating in excess of 26,000 pounds, or
 - (ii) a gross vehicle weight or gross combination weight in excess of 26,000 pounds.
- (B) Using a vehicle designed to transport more than 8 passengers, including the driver, for compensation.
- (C) Using a vehicle designed to transport more than 15 passengers, including the driver, but which is not used to transport passengers for compensation.
- (D) Using a vehicle in the transportation of hazardous material in a quantity requiring placards as per 49 CFR Part 172 Subpart F.

595:35-1-6.² Deletions, substitutions, and additions to federal rules adopted by reference

- (a) **Changes.** The changes in this Section to the federal rules adopted by reference in 595:35-1-4 applies only to intrastate commerce.
- (b) **Terminology.** Unless otherwise specified, the following terminology shall apply:
- (1) "Department," as defined in 595:35-1-2, shall be substituted wherever the term "Department of Transportation" or "Federal Motor Carrier Safety Administration" is used.
 - (2) "Commissioner," as defined in 595:35-1-2, shall be substituted wherever the term "Federal Motor Carrier Safety Administrator" or "Regional Director" is used.
 - (3) "Troop S," as defined in 595:35-1-2, shall be substituted wherever the term "Office of Motor Carriers" or "Motor Carrier Division" is used.
- (c) **Scope of Definitions.** The definitions provided in (b) of this Section are limited in application to the Act and the rules adopted to carry out the Act. These definitions do not alter, replace or change any other definitions contained in Title 47 of the Oklahoma Statutes.
- (d) **Exceptions in the transportation of hazardous materials.**
- (1) Cargo Tank Specifications [49 CFR § 173.33(a)], concerning the qualifications and maintenance of cargo tanks used to transport hazardous materials, shall include the following exemption: Intrastate movements of petroleum products in nonspecification cargo tanks of 3,500 gallons and less by motor carriers transporting petroleum products solely in intrastate commerce may continue, provided the cargo tanks meet the general packaging requirements of 49 CFR § 173.24, except specification packages as stated in paragraph (c), and have been in actual operation transporting similar materials prior to October 1, 1987. This provision will expire on January 1, 1999. Any retrofitting of cargo tanks after October 1, 1987 shall be made to meet specification requirements for the type of hazardous material transported in them. This exemption does not apply if at any time after October 1, 1987 the cargo tank is sold or ownership of the cargo tank is otherwise transferred.
 - (2) The transportation of agricultural product other than a Class 2 material, over local roads between fields of the same farm, is excepted from the requirements of 49 CFR §§ 100 through 199 when transported by a farmer who is an intrastate private motor carrier.
 - (3) The transportation of an agricultural product to and from a farm, within 150 miles of the farm, is excepted from the requirements in subparts G and H of part 172 of 49 CFR §§ 100 through 199 when:
 - (A) It is transported by a farmer who is an intrastate private motor carrier.
 - (B) The packaging conforms to the requirements of 49 CFR § 173.24 in so far as it does not leak, and the total amount of the agricultural product being transported on a single vehicle does not exceed:
 - (i) 16,094 pounds (7,300 kilograms) of ammonium nitrate fertilizer properly classed as Division 5.1, PG III, in a bulk packaging, or

(ii) 502 gallons (1,900 liters), for liquids or gases, or 5,070 pounds (2,300 kilograms), for solids, of any other agricultural product.

(C) Each person having any responsibility for transporting the agricultural product or preparing the product for shipment has been instructed in the applicable requirements of 49 CFR §§ 100 through 199.

(D) Formulated liquid agricultural products in specification packagings of 58 gallons (220 liters) or less capacity, with closures manifolded to a closed mixing system and equipped with positive dry disconnect devices, may be transported by a private motor carrier between a final distribution point and an ultimate point of application or transported for loading aboard an airplane for aerial application.

(E) Pertaining to nurse tanks of anhydrous ammonia [see 49 CFR § 173.315(m)].

(4) Permission to drive a transport vehicle in intrastate commerce containing a hazardous material in an emergency without the proper markings or placards, as provided under Marking and Placarding Motor Vehicles [49 CFR § 177.823(a) (2)] shall be obtained from the following: Department of Public Safety, Troop S, Commercial Vehicle Enforcement Division, P. O. Box 11415, Oklahoma City, OK 73136-0415, Phone: (405) 521-6104.

(e) **Motor Carrier Identification Report.**

(1) **Applicability.** All motor carriers conducting operations in intrastate commerce shall file a Motor Carrier Identification Report (Form MCS-150) before commencing operations, or if already operating, as soon as practical.

(2) **Availability.** The Motor Carrier Identification Report with complete instructions is available from:

(A) Department of Public Safety:

- (i) in person: Troop S Headquarters, 220 NE 38th Terrace, Oklahoma City
- (ii) by mail: Troop S, 200 NE 38th Terrace, Oklahoma City, OK 73105
- (iii) by telephone: (405) 521-6060

(B) Corporation Commission:

- (i) in person: 2101 N. Lincoln Blvd., Oklahoma City
- (ii) by mail: P.O. Box 52000, Oklahoma City, OK 73152-2000
- (iii) by telephone: (405) 521-2251

(C) Oklahoma Division Office of the Federal Motor Carrier Safety Administration:

- (i) in person or by mail: 300 N. Meridian, Suite 106 S., Oklahoma City, OK 73107
- (ii) by telephone: (800) 823-5660
- (iii) from the internet: <http://www.fmcsa.dot.gov/>

(3) **Filing.** The completed Motor Carrier Identification Report shall be filed:

(A) **Intrastate carriers.** For intrastate carriers, the Report must be filed with either:

- (i) Department of Public Safety, Commercial Vehicle Enforcement Section, 200 NE 38th Terrace, Oklahoma City, OK 73105, or
- (ii) Corporation Commission, 2101 N. Lincoln Blvd., P.O. Box 52000, Oklahoma City, OK 73152-2000.

(B) **Interstate carriers.** For interstate carriers, the Report must be filed at the address as indicated on the Motor Carrier Identification Report.

(4) **Motor carrier name.** Only the legal name or single trade name of the motor carrier may be used on the Motor Carrier Identification Report.

(5) **Penalties.** A motor carrier who fails to file a Motor Carrier Identification Report or who, upon the report, furnishes misleading information or makes false statements is subject to the penalties prescribed in 47 O.S., § 230.9.

(6) **Issuance and display of USDOT number.** Upon receipt and processing of the Motor Carrier Identification Report, an identification number (USDOT number) will be issued to the motor carrier. The motor carrier must display the number on each self-propelled commercial motor vehicle, as defined in 595:35-1-5, along with the additional information required by 49 C.F.R., Part 390.21. Intrastate USDOT numbers shall be displayed as follows:

- (A) the letters "USDOT",
- (B) the identification number itself, and
- (C) the suffix letters "OK".

(f) **Qualification of drivers.** The following addition is made to the federal requirement in Qualifications of Drivers [49 CFR § 391.11(b)(1)] that a driver be twenty-one (21) years of age or older: A driver in solely intrastate commerce must be at least eighteen (18) years old and be at least twenty-one (21) years old for the transportation of hazardous materials which are required to be placarded or marked in accordance with 49 CFR § 177.823 or for transporting more than eight (8) passengers for compensation or more than fifteen (15) passengers not for compensation.

(g) **Relief from regulations.**

(1) Anyone requesting relief from the hours of service regulations must contact the Troop Commander or, if declared to be unavailable by personnel at the Troop headquarters, the duty supervisor at the Troop headquarters for the region in which the emergency exists. This contact must be made and the prior approval obtained before the requesting party may claim relief from the regulations. The requesting party must provide the following information:

- (A) the type of emergency,
- (B) if applicable, the company on whose behalf the requesting party is seeking the exception,
- (C) the region the emergency covers,
- (D) the type of work required to restore services in the area, and
- (E) the approximate time to restore those services.

(2) The decision to declare an emergency and grant relief from the regulations rests in the sound discretion of the Troop Commander or duty supervisor.

(3) Upon completion of the emergency restoration services, any on duty hours accumulated during the emergency will be counted against the driver's allowable on duty hours and the driver may not drive as long as the amount of accumulated on duty hours exceeds those allowed by 49 CFR § 395.3. However, any period of eight (8) consecutive days may end with the beginning of an off-duty period of twenty-four (24) or more successive hours when taken at the end of any emergency restoration service.

(4) Within thirty (30) days after completion of the emergency restoration services, the individual who had been granted relief from the hours of service regulations must submit a report detailing the following:

- (A) Nature and extent of the emergency,
- (B) Type of services restored during the emergency,
- (C) Names and driver license numbers of those drivers for which the exemption was granted, and
- (D) Total hours on duty during the declared emergency for each driver.

(5) Said report must be sent to the following address: Department of Public Safety, Troop S, 200 NE 38th Terrace, Oklahoma City, OK 73105.

595:35-1-7. Investigations

- (a) The Commissioner's powers to authorize representatives to make investigations in carrying out the objectives of the Act are listed in 47 O.S. §230.4. In stopping and inspecting a vehicle, as authorized under 47 O.S. §230.4(4) (c), the representative may utilize the standards recommended by the Commercial Vehicle Safety Alliance to make the inspection and may further use the out of service criteria recommended by the Commercial Vehicle Safety Alliance to declare any driver, vehicle or container covered by the Act out of service.
- (b) The Act authorizes the entry upon business premises to examine records and properties to the extent that they pertain to enforcement of the Act. Those inspections:
- (1) shall be done during the course of a normal business day i.e. Monday-Friday, between 8:00 a.m. and 5:00 p.m., unless the parties agree to another time.
 - (2) shall be done by a representative of the Commissioner at a time and date set by them. The representative may, but is not required to, provide advance notice to the motor carrier whose files are to be inspected.
 - (3) will be of documents that pertain to the motor carrier's compliance with this Act and all rules adopted pursuant to the authority granted, and may include an inspection of any vehicles in the motor carrier's possession that are subject to compliance.
- (c) Investigations which are initiated pursuant to a complaint alleging an environmental insult will be promptly completed. Initial onsite contact will be made within seventy-two (72) hours. Should initial contact indicate support of the allegations, a thorough investigation will be conducted and completed within thirty (30) days of the initial onsite contact.

595:35-1-8. Administrative penalty and notice of claim

The Commissioner or the Commissioner's representative may assess an administrative penalty against a person or entity that the Commissioner or the representative has determined violated the Act [47 O.S. §§ 230.6 and 230.9].

- (1) Where the Commissioner or the representative has determined that a minor violation or violations exist which may be readily corrected by the person involved, the Commissioner or the representative may informally notify such person by mail or telephone of the minor violation within a specified period of time. If the person does not correct the violation within the specified time, the Commissioner or the representative may then assess the administrative penalty with the procedure specified. However, whether the violation is one justifying an administrative penalty or a request for compliance is a decision purely within the discretion of the Commissioner or the representative.
- (2) When the Commissioner or the representative has determined that a violation justifying the imposition of an administrative penalty has taken place, the Department shall send a Notice of claim to the respondent at the respondent's last known address. The Notice of claim shall contain:
 - (A) the amount of the administrative penalty that the Commissioner or the representative has assessed;
 - (B) a statement of the maximum civil penalty for which the respondent may be liable, and
 - (C) a description of the manner in which the respondent makes payment of the penalty to the Department,
- (3) The administrative penalty shall be due and owing twenty-five (25) days after the date the Notice of claim was sent, unless the concerned party requests a hearing as provided in 595:35-1-9.

595:35-1-9. Hearings

(a) In responding to the Notice of Claim, the respondent may submit to the official who issued the notice written explanations, information, or arguments in response to the allegations or the amount of the assessed penalty set forth in the Notice of Claim. The contents of the informal response will be reviewed by the Commissioner's representative who may choose to amend, dismiss, or let the Notice of Claim remain as issued. If the Commissioner's representative does not dismiss the administrative penalty in whole, the respondent shall be notified as soon as reasonably possible. The respondent shall then be given either the longer of the twenty-five (25) days still outstanding or at least ten (10) days to pay the penalty. Should a proposed settlement be rejected by the respondent, the amount of the assessed penalty set forth in the Notice of Claim shall be reinstated.

(b) Any request for a hearing must be filed by the respondent with the Department of Public Safety, Troop S, 200 NE 38th Terrace, Oklahoma City, OK 73105 within twenty-five (25) days after the Notice of Claim was sent.

(c) The request for a hearing must be in writing and must:

- (1) state the name and address of the respondent and of the person submitting the request if different from the respondent,
- (2) state which allegations of violations, if any, are admitted,
- (3) state generally the issues to be raised by the respondent at the hearing, but issues not raised in the written request are not barred from presentation at the hearing, and
- (4) be addressed to the official who issued the notice.

(d) If the hearing is timely requested, such hearing shall be scheduled either at the Department or by telephone.

(e) The Commissioner shall designate the hearing officer. Each party shall be afforded the opportunity to respond and present evidence and argument on all issues involved. Either party may make application for a continuance of the hearing. The granting or denial of such a continuance is within the reasonable discretion of the hearing officer.

(f) The Commissioner or the hearing officer will determine, at his discretion, whether the hearing will be conducted in person or telephonically. Where a telephonic hearing is designated, the procedure specifically applicable to telephonic hearings will be provided to the respondent and the respondent's attorney, if designated, along with the notice letter confirming that the hearing has been scheduled.

(1) Within ten (10) days after receiving notice that the hearing is being held telephonically, the respondent must provide to the Department:

- (A) the name, mailing address, and phone number of the respondent's attorney, if the respondent is being represented by an attorney,
- (B) the name, mailing address(es), and telephone numbers of any witnesses on the respondent's behalf who the respondent desires to have present, and
- (C) the telephone number at which the respondent will be available.

(2) If the respondent, the investigating officer, or a witness desires to have additional exhibits or documentary evidence included in the hearing, the exhibits or evidence must be delivered to the Department's Legal Division at least ten (10) days prior to the hearing. The hearing officer may consider documentary evidence if it is received in time for the hearing. The materials shall be mailed to: Department of Public Safety, Legal Division MCSAP Hearing Officer, P.O. Box 11415, Oklahoma City, OK 73136-0415.

(3) At or near the time scheduled for the hearing, the hearing officer will call all parties to the hearing at the telephone number(s) provided. If the telephone line for any of the parties is busy, or a party fails to answer, the hearing officer will call again approximately three (3) minutes later.

(A) All parties will be sworn in prior to testimony.

(B) If the rule of sequestration is invoked pursuant to 12 O.S. § 2615, the appropriate witness will be disconnected from the conference call by the hearing officer and reconnected prior to testimony.

(4) When the respondent or the designated attorney fails to provide a telephone number or to answer the telephone number provided to the Department, or the line is busy after the hearing officer has attempted a second call after the three (3) minutes as provided in (3) of this subsection, the hearing officer will not call again and an order of default will be entered. It is the responsibility of the respondent to keep the line(s) open to receive the call from the hearing officer.

(5) Should a necessary witness adverse to the licensee, such as an officer, fail to provide a telephone number or to answer or the line is busy, after the procedure provided in (3) of this subsection has been followed, the case will be set aside.

(g) The hearing officer shall render a decision based upon the law and the evidence presented. Each party shall be promptly notified of the decision either personally or by mail.

(h) Unless the hearing officer timely receives a written request for a rehearing, reopening, or reconsideration of the decision as provided by the Administrative Procedures Act [75 O.S. § 317], the hearing officer shall, after twenty (20) days from the entry of the decision, enter an appropriate final order. Each party shall be notified of the final order personally or by mail.

(i) If the respondent fails to appear at the scheduled hearing without good cause, the hearing officer shall record the nonappearance and enter a final order reflecting the effective date of twenty-five (25) days after the date of the Notice of Claim in lieu of the decision and final order as described in (h) of this Section.

(j) If the representative fails to appear without good cause, the hearing officer shall record the nonappearance and enter a final order dismissing the administrative penalty action, with prejudice. The parties shall be notified that the department action has been dismissed with prejudice. However such a dismissal affects only those violations listed in the Notice of Claim and does not affect the same or other violations occurring at another time.

(k) A party aggrieved with the hearing officer's decision may file an appeal with the Commissioner requesting reopening or reconsideration of the case [75 O.S. § 317]. Such an appeal must:

(1) be in writing,

(2) be within twenty (20) days of the entry of the decision by the hearing officer, and

(3) state the grounds for the appeal and include all arguments and information pertinent to the grounds for appeal.

(l) Where a timely written request for a rehearing, reopening, or reconsideration of the case is received, the administrative penalty will be suspended until a final order has been entered. Grounds for rehearing are limited to those in the Administrative Procedures Act [75 O.S. § 317].

(m) The administrative penalty assessed shall be due immediately upon issuance of the final order. If, within twenty-five (25) days after the issuance of a final order, the concerned party does not comply with the terms of the order by paying any administrative penalty assessed or correcting the violation, or both, if required, or by filing an appeal of the final order, the case may be prosecuted by the Commissioner or the representative for enforcement through the Oklahoma County District Court.

(n) A respondent aggrieved with both the hearing officer's and the Commissioner's decisions may file an appeal with the Oklahoma County District Court.

(o) At any time prior to the Commissioner or the representative bringing an action in Oklahoma County District Court for enforcement of the final order, either the respondent or the Commissioner's representative, whose names appears on the Notice of Claim, may recommend a compromise of the amount of the penalty by submitting an offer for a specific amount to the other party. An offer of

compromise shall be submitted to the representative who may, after consultation with the Troop S Commander, accept or reject it.

(1) A compromise offer stays the running of any response period then outstanding.

(2) Any compromise agreed to by the parties is also subject to approval by the hearing officer. If a compromise is agreed to by the parties and approved by the hearing officer, the respondent will be notified in writing. Upon receipt of payment by the Department, the respondent will be notified in writing that acceptance of the payment is in full satisfaction of the administrative penalty proposed or assessed, and the Department closes the case with prejudice to the respondent.

(3) If a compromise cannot be agreed to, the respondent will be notified, either personally or by mail, and shall be given ten (10) days or the amount of time remaining in the then outstanding response period, whichever is longer, to respond to whatever action has been taken by Troop S or any other representative authorized to enforce the provisions of the Act.

(p) The administrative penalty is not a substitute for compliance and is not intended to preclude injunctive relief or other non-duplicative remedies, particularly if the Commissioner has determined an order requiring compliance is necessary under the circumstances. Money penalties are not fees allowing the concerned party to continue to operate in violation of the Act or of any rules adopted to carry out the Act. [47 O.S. § 230.9(F)]

595:35-1-10. Administrative penalty assessment guidelines

(a) **General.** The Act does not recommend or suggest specific penalties for violation of the Act or any rules adopted to carry out the Act. Instead, the Act lists certain elements which the Commissioner or the Commissioner's representative may take into account in assessing penalties and establishes the maximum penalty for categories of violations. These guidelines serve to ensure the public and the respondent that assessment decisions will be made rationally and objectively on the merits of each case. [47 O.S. §§ 230.6 and 230.9]

(1) These guidelines are not meant to be used to determine when enforcement action will be taken, nor are they meant to be a rigid requirement. Instead, they are meant to assist the Commissioner or the representative in assessing each administrative penalty based on the seriousness of the underlying offense. For example, the fine for violations such as stop light violations or horn or other similar equipment failure violations would not exceed that authorized by statute if adjudged in a court of competent jurisdiction. However, repeated violations of this nature would evidence a pattern of safety violations which would fall within one of the categories set forth in (b) of this Section.

(2) If a hearing is necessary, the hearing officer may eventually assess an administrative penalty which is different than the original administrative penalty imposed in the Notice of Claim.

(3) Because of the volume of violations, the examples in this section are not all inclusive; they are only intended to serve as a guide for the types of violation categories. The Code of Federal Regulations incorporated by reference contains the complete listing of all violations covered by this Act.

(b) **Categories of violations.** The Act separates the types of violations into the following four categories:

(1) **Record keeping violations.** [47 O.S. § 230.9(B)(1)] These are violations of the administrative requirements of the Act, including failure to make, require, or keep records, or the falsification of entries in the records required by the Department of Transportation regulations pertaining to motor carrier safety as adopted and contained in Title 49 of the Code of Federal Regulations (CFR).

(A) The Act provides for a penalty not to exceed one hundred dollars (\$100.00) for each record keeping offense.

(B) The Act further provides that each day of a violation shall constitute a separate offense against any respondent, provided that the total penalties for all offenses relating to any single violation shall not exceed five hundred dollars (\$500.00).

(C) Some examples of record keeping violations include:

(i) Failure to properly maintain complete driver qualification files on each driver employed [49 CFR § 391.51].

(ii) Record of duty status violations [49 CFR § 395.8].

(iii) Failure to keep maintenance and inspection records [49 CFR § 396.3].

(iv) Failure to prepare or retain driver's vehicle inspection reports. [49 CFR § 396.11].

(2) **Serious pattern of safety violations.** [47 O.S. § 230.9(B)(2)] The Act provides for a fine of Two Hundred Dollars (\$200.00) for each offense not to exceed One Thousand Dollars (\$1,000.00) for each serious pattern of safety violation. The Commissioner or the representative may find a serious pattern of safety violations exists if the respondent has repeatedly violated equipment and operational requirements of the Act, and such violations are of a nature which indicates they are not the result of isolated human error but are of a tolerated pattern which the respondent could have detected and corrected if he or she wanted to meet his or her full safety responsibility to the public. Although any single violation may not by itself have a high probability of causing an accident, the violations taken as a whole may collectively demonstrate the respondent's unwillingness to exercise proper safety supervision or control which will eventually lead to accidents. Examples of some violations which may be included in a serious pattern of safety violations are:

(A) Scheduling a run which would necessitate the vehicle being operated at speeds in excess of those prescribed [49 CFR § 392.6].

(B) Light violations [49 CFR § 393.11].

(C) Failure to cover a battery [49 CFR § 393.30].

(D) Failure to protect or support electrical wiring [49 CFR § 393.28].

(E) Making detachable wiring connections by twisting together wires [49 CFR § 393.32].

(F) Failure to maintain a motor vehicle windshield free of prohibited damage, or using prohibited vision reducing matter upon windshield or windows [49 CFR § 393.60].

(G) Failure to mark push out or escape windows [49 CFR § 393.63].

(H) Sleeper berth violations [49 CFR § 393.76].

(I) Heater violations [49 CFR § 393.77].

(J) Failure to maintain a motor vehicle with:

(i) a defroster [49 CFR § 393.79],

(ii) two rear vision mirrors [49 CFR § 393.80].

(iii) an operative horn [49 CFR § 393.81], or

(iv) an operable speedometer [49 CFR § 393.82].

(K) Failure to mark bus emergency exits [49 CFR § 393.92].

(L) Violations of the driver's requirements including:

(i) hours of service violations [49 CFR § 395.3], or

(ii) failure to maintain a log book [49 CFR § 395.8].

(M) Inspection violations as per 49 CFR 396.3(A)(2), § 396.98.

(3) **Substantial health or safety violations.** [47 O.S. § 230.9(B) (3)] The Act provides for a penalty not to exceed One Thousand Dollars (\$1,000.00) per violation. This category includes

any violation which, if allowed to continue, would result in accidents, deaths, injuries, and public property damage. Acts which are substantial health or safety violations are of a nature so blatant that no carriers or drivers could have operated vehicles on the public highway without knowing the defects existed, and therefore chose to disregard public safety. Substantial health or safety violations are listed in the Commercial Vehicle Safety Alliance North American Standard Out-of-Service Criteria and include but are not limited to the following:

(A) Using a driver lacking training or experience to determine if the cargo or baggage has been properly located or secured [49 CFR § 391.11(b) (4) or (5)], or a physically unqualified or disqualified driver [49 CFR § 391.11(b) (6) and (9)].

(B) Brake violations:

(i) failure to maintain motor vehicle with adequate parking brake [49 CFR § 393.41],

(ii) brake hose or tubing violation [49 CFR § 393.45; § 393.46],

(iii) failure to maintain motor vehicle with operative brakes [49 CFR § 393.48],

(iv) failure to maintain motor vehicle with adequate brake linings [49 CFR § 393.47], or

(v) failure to securely attach air or vacuum reservoir to motor vehicle [49 CFR § 393.50].

(C) Fuel tank violations: Failure to securely attach fuel tank to motor vehicle [49 CFR § 393.65].

(D) Violations and defects of lower and upper fifth wheels and certain safety devices [49 CFR § 393.70].

(E) Violations of coupling devices and tow away methods [49 CFR § 393.71].

(F) Tire violations [49 CFR § 393.75].

(G) Exhaust system violations [49 CFR § 393.83].

(H) Failure to load or equip vehicle so as to prevent shifting or falling of cargo [49 CFR § 393.100].

(I) Failure to maintain vehicle with a header board or similar structure to prevent load shifting [49 CFR § 393.106].

(J) Failure to obey any hazardous material regulation [49 CFR § 397.2].

(K) Violations which would normally fall within the "serious pattern" category but which may be of such a severe nature that they constitute a substantial health or safety violation.

(4) **Gross negligence or reckless disregard.** [47 O.S. § 230.9(D)] The Act provides that, except for record keeping violations, an employee shall not be liable for a violation of the Act unless the Commissioner determines that such actions of the employee constituted gross negligence or reckless disregard for safety, in which case such employee shall be liable for an administrative penalty not to exceed One Thousand Dollars (\$1,000.00). Gross negligence exists where the employee acts in such a way which indicates complete disregard or indifference to the safety of other people's property or welfare.

(5) Certain misuses of vehicles or containers. [47 O.S. § 230.6] The Act provides for a civil penalty assessed to an employee of not less than One Thousand Dollars (\$1,000.00) nor more than Two Thousand Five Hundred Dollars (\$2,500.00). The Act also provides for a civil penalty assessed to an employer of not less than Two Thousand Five Hundred Dollars (\$2,500.00) nor more than Ten Thousand Dollars (\$10,000.00). Some examples of certain misuses of vehicles or containers are:

(A) Operating, or requiring or permitting the operation of, a motor vehicle or container declared out of service before all required corrections are made [49 CFR § 396.9 (c)(2)].

(B) For a driver who is declared out of service, operating, or requiring or permitting the driver to operate, a motor vehicle before prescribed off duty or sleeper berth time has been accumulated [49 CFR § 395.13(c)].

(c) **Factors.** The Act requires that the Commissioner or the representative take into account the following factors [47 O.S. § 230.9(E)]:

(1) Nature of the violation. A consideration of the appropriate category of the violation.

(2) Circumstances of the violation. A broad consideration which includes both aggravating as well as mitigating factors known to the Commissioner or the representative at the time of the assessment.

(3) Extent of the violation. Requires the Commissioner or the representative to consider the magnitude, scope, frequency, and range of a violation. This is a major factor where there are numerous violations involving a large number of vehicles or employees of the respondent. It indicates that the respondent has a greater magnitude, frequency, and range of violations.

(4) Gravity of the violation. An evaluation of the seriousness of the violation. The seriousness is to be measured by the likelihood of the occurrence of the event, and the severity of the event if it occurred or were to occur. The gravity is not to be measured abstractly, but on a case-by-case basis taking into account all relevant factors.

(5) Culpability. The quality of the respondent's awareness of his or her actions, and the degree to which he or she was responsible for averting such violations. In determining the culpability of a respondent, ignorance is no excuse. Instead, culpability will be determined on the basis of whether the respondent knew or should have known of the violation, and to what extent the respondent had control of the violation.

(6) History of prior offenses. The Commissioner or representative will consider the respondent's performance record in terms of prior Notices of Claim, prior warnings, citations, and prior compliance efforts of the respondent. Both similar violations and different types of violations in the past should be taken into account, but the similar past violations should be given more weight.

(7) Ability to pay and ability to do business. The Commissioner or the representative may consider the respondent's inability to pay or whether the payment of such a penalty would affect the respondent's ability to do business.

(8) Such other matters as justice and public safety may require. These are other matters, not specifically covered by one of the other factors, which can be either aggravating or mitigating factors and should be taken into account by the Commissioner or the representative in setting the penalty if, in the interests of justice and public safety, a reduction or an increase in the amount of the assessment is required in order to achieve the purposes of the Act. Other matters might be either positive or negative, such as: cooperation or lack of cooperation; general attitude towards compliance; equities; institution or revision of a safety director or safety consultant; comprehensiveness of corrective action, such as whether the action is focused narrowly to the specific violation or broadly to the general area of concern; compliance or noncompliance by the date set in the notice of claim; speed of compliance; and other matters. These matters, both negative and positive, are to be considered together, and they may cancel out one another.

595:35-1-11. Intrastate compliance reviews

(a) Intrastate safety rating system.

(1) The department may issue a safety rating to a motor carrier subject to the provisions of this administrative regulation if all of the commercial motor vehicles operated by the motor carrier are operated exclusively in Oklahoma.

(2) The department shall use the safety standards and rating criteria in 49 C.F.R. 385 in issuing a safety rating.

(3) A motor carrier may request the department to conduct an administrative review if it believes the department has committed an error in assigning its proposed or final safety rating. The request and administrative review shall comply with the procedures in 49 C.F.R. 385.15 except that the request shall be submitted to: OHP Troop S, Compliance Review, 200 NE 38th Terrace, Oklahoma City, OK 73105

(4) A motor carrier that has taken action to correct deficiencies may request the department to change its proposed or final safety rating at any time. The request and determination shall comply with the procedures in 49 C.F.R. 385.17 except that the request shall be submitted to: OHP Troop S, Compliance Review, 200 NE 38th Terrace, Oklahoma City, OK 73105

(5) Safety fitness information.

(A) Final ratings shall be made available to other state and federal agencies in writing, telephonically, or by remote computer access.

(B) The final safety rating assigned to a motor carrier shall be made available to the public pursuant to the Oklahoma Open Records Act [Title 51 O.S. Section 24A.1 et. al.] Any person requesting the rating shall provide the department with the motor carrier's name, principal office address, and if known, the Oklahoma DOT number.

(C) Requests shall be addressed to: OHP Troop S, Compliance Review, 200 NE 38th Terrace, Oklahoma City, OK 73105

(b) Penalties.

(1) For violations by motor carriers in intrastate commerce resulting from an investigation, the department shall apply the system of administrative penalties and procedures in 49 U.S.C.521 (b) and the U.S. Department of Transportation Uniform Fine Assessment program, subject to the provisions of this administrative regulation.

(2) A respondent shall be liable to the department for any civil penalty assessed. The administrative penalty shall be due and owing twenty-five (25) days after the date the Notice of Claim was sent, unless the concerned party requests a hearing as provided in 595:35-1-9.

(3) A respondent who does not pay the penalty or fails to arrange and abide by an acceptable payment plan for the penalty shall not operate in intrastate commerce beginning on the 91st day after the specified payment date.

(c) **Appeals process.** A respondent may ask for review of the assessed penalty by the Department. The request shall be made in accordance with OAC 595:35-1-9.

Specific special emphasis will be conducted weekly, mostly on all out Friday's, to specifically target collision related offenses, and seat belt violations. Radars will be used at a minimum and as per our base collision profile, the primary causation violations to be targeted will be Following Too Closely, Unsafe Lane Changes, and Distracted Driving. .

Engineering

Lieutenant's will schedule meetings with their local ODOT managers quarterly, and identify an engineering problem that is a causation for collisions or concern. Each Trooper will try to identify one engineering problem in their area, such as a need for striping, signs, road safety issues, or other matters that ODOT can have a realistic opportunity to address. Local Troopers will be directed to know their local ODOT managers and have the ability to have a personal dialogue with them if needed.

Lieutenants will also schedule during this quarterly meetings with ODOT, a review of the SAFE T maps generated and informally discuss what mutual work can be done to improve safety in those areas.

Collision Safety Corridors will be a priority as they are the areas that generate most of our collisions. Each Lieutenant has identified in their areas those areas and are reflected in their individual reports attached.

Education

Each Troop A Trooper will schedule quarterly one safety talk or safety program with civic, local high schools, middle schools in their area. Local high schools and middle schools will be identified and programs scheduled and posted on work schedules.

Troop A will coordinate and educate our peers and public thru local entities such as the MATSC, ACOG and other civic groups. A TIMS briefing is scheduled to be put on the MATSC monthly meeting in OKC.

T-TEP Troopers will be proactive in their skill set and with Troop S Troopers, contact local trucking companies in their detachments to conduct safety talks. If conducted, this effort will qualify as the quarterly safety talk for the T-TEP Troopers.

Hoot shift Metro Troopers will be the first to complete and update ARIDE training to aggressively work DUI and Drug related violations in OKC. Following those classes, all Troop A Troopers will receive ARIDE Training as best as can be scheduled. Lieutenants will ensure each Trooper will be proactive in DUI arrests and efforts. Their activities and individual goals in their detachments will be reflected in their PMP's as part of the new section in the PMP for Strategic Goals.

Troopers will target specifically distracted drivers and coordinate with local newspapers and media when possible to inform the public about targeted efforts for DUI enforcement and Distracted Driving.

Troop A is a participant in the TIMS Training that is ongoing statewide, and we will host classes at Troop A with various relevant entities to engage our collective efforts in TIMS.

Attachments

- Base Record for 2011
- Detachment Summaries
- Each Trooper's Activity for 2012
- SAFE T Maps
- Enforcement and Education efforts on OHP schedules for each Quarter
- Enforcement profiles for each Trooper

Respectfully,

Cpt. Jeff Griffith #34

Cpt. Jeff Griffith #34
Troop A

Troop B Projected Goals for 2013

The purpose of the Patrol is to render public safety and to serve the citizens in the State of Oklahoma.

The primary function of the Patrol is the protection of lives and property in the State of Oklahoma. Essential elements of this function include: patrolling the highways enforcing the laws of the State, assisting the citizens, and cooperating with other law enforcement officers and public officials.

Troop B Troopers will make extra efforts to enforce and maintain the 2013 Goals of the Oklahoma Highway Patrol. We will focus on **Accident Reduction, DUIs, Safety belts, Speed and Safety Education.**

Troop B's day and time of occurrence of collision in the order of highest to lowest documented by Safe-T. Manpower scheduling will coincide with the demand.

- 1st Fridays @ 1700
- 2nd Tuesday @ 1700
- 3rd Wednesday @ 1700
- 4th Thursdays @ 1700
- 5th Mondays @ 1700
- 6th Saturdays @ 1600
- 7th Sundays @ 1600

Troop B 2013 Goals will be incorporated into the PMP and will be reviewed by the Staff and their Troopers quarterly.

1. Accountability will consist of contact per hour traffic patrol over the last three year average (1.68)

Exceed standards = $1.68 \times 17.5\% = .294 + 1.68 =$ **1.97 and greater.**

Meet standards = $1.68 + \text{or} - 17.5\% = .294 - 1.68 =$ **1.38 to 1.96**

Need improvements = $1.38 - 17.5\% = .241 - 1.38 =$ **1.14 to 1.37**

Does not meet standards = **0 to 1.13**

2a. Accountability will consist of our 2013 Troop Goals (day shift).

DUIs

Exceed standards = **12 and greater**

Meet standard = $12 \times 25\% = 3 - 11 =$ **8 to 11**

Need improvements = $8 \times 25\% = 2 - 7 =$ **5 to 7**

Does not meet standards = **0 to 4**

2b. Accountability will consist of our 2013 Troop Goals (evening shift).

DUIs

Exceed standards =		24 and greater
Meet standard =	$24 \times 25\% = 6-23 =$	17 to 23
Need improvements =	$17 \times 25\% = 4.25-16 =$	11 to 16
Does not meet standards =		0 to 10

2c. Accountability will consist of our 2013 Troop Goals (hoot).

DUIs

Exceed standards =		65 and greater
Meet standard =	$65 \times 25\% = 16.5-64$	47 to 64
Need improvements =	$47 \times 25\% = 12-46 =$	34 to 46
Does not meet standards =		0 to 33

2a. Accountability will consist of our 2013 Troop Goals (day shift).

Seat belts

Exceed standards =		200 and greater
Meet standards =		150 to 199
Need improvements		100 to 149
Does not meet standards =		0 to 99

2a. Accountability will consist of our 2013 Troop Goals (evening shift).

Seat belts

Exceed standards =		150 and greater
Meet standards =		100 to 149
Need improvements		50 to 99
Does not meet standards =		0 to 49

2c. Accountability will consist of our 2013 Troop Goals (hoot).

Seat belts

Exceed standards =	75 and greater
Meet standards =	50 to 74
Need improvements	25 to 49
Does not meet standards	0 to 24

7. Accountability will consist of our 2013 Troop Goals. (**Collision reduction**)

Trooper will be evaluated on five enforcement categories in the collision corridor. The categories will be weighted by percentage (%) of their total contacts. Corridors are:

Tulsa County

I244 & Mingo
US75 & 116th St N
I44 & 33rd W Ave
I244 & SH51

Creek County

SH97 & 71st St S
SH33 & 241st St S
SH48 & 151st St S
SH48 & 81st St S

Okmulgee County

US75 & SH16
Dustin Rd & Lob Lolly
Bixby Rd & 231st St S
US75 & Schuller

Rogers County

SH20 & Keetonville Hill
I44 & SH66
SH167 & SH266
US412 & NS417

Speed

Following too closely

Unsafe lane change

Failure to yield

Defective vehicle

Exceed standards	75 to 100%
Meet standards	50 to 74%
Need improvements	25 to 49%
Does not meet standards	0 to 24%

8. Accountability will consist of our 2013 Troop Goals. (**Safety Education Programs**)

Exceed standards	9 and greater
Meet standards	4 to 8
Need improvements	1 to 3
Does not meet standards	0

The above information is the vehicle to reach our goals.

Collision	2010	2011	2012	Average	Goals for 2013
Non-injury	1076	902	911	963	2% decrease
Injury	1070	906	896	957	2% decrease
Fatality	35	36	39	37	No change
Traffic enforcement & contact	2010	2011	2012	Average	Goals for 2013
Contacts per hour patrol	1.6	1.73	1.73	1.68	17.5% increase 1.97
DUI	568	549	728	615	23% increase 800
Seat belts	1789	2332	3314	2478	31% increase 3600

Troop C - Strategic Collision Reduction Plan Calendar Year 2013

Troop Information:

Troop C consists of seven counties in east central Oklahoma which contain over 7000 miles of roadway. Troop C also has approximately 86 miles of Interstate 40 inside the troop boundaries. This area of the state has numerous lakes, parks and recreational area in the area which influence the traffic patterns on the roadways near these lakes. The counties included in Troop C are:

- Adair
- Cherokee
- Haskell
- McIntosh
- Muskogee
- Sequoyah
- Wagoner

Troop C Strategic Goals:

- Reduce collisions
- Reduce fatalities
- Increase DUI/DWI enforcement
- Increase seatbelt enforcement
- Increase commercial motor vehicle enforcement

The strategic collision plan implemented by Troop C will primarily focus on the three "E's" of a traffic enforcement program which are enforcement, education and engineering. Each of these will be discussed in more detail below.

Enforcement

- Troop C will use statistical information and data obtained from SAFE-T and other sources to determine high collision areas in each county. Troop C will use this information to increase enforcement efforts in high collision areas in the troop in an effort to reduce overall collisions within the troop.
- Troop C supervisory personnel will become more familiar with high collision roadways and areas within their assigned counties and will increase overall enforcement in these areas with specific attention to occupant restraint violations, speed and impaired driving violations. Supervisors will use a variety of methods to increase enforcement in these areas including adjusting the manpower scheduled during peak collision hours, saturation patrols, safety checkpoints, aircraft assignments, unmarked vehicles, LIDAR and various other means to take a more proactive and aggressive approach to collision reduction in these areas.

- Using a more data driven approach to determine high collision times, locations and types of roadways, troopers will be assigned to work these areas during high collision periods targeting seatbelt violations, impaired drivers and speed violations.
- Regarding commercial motor vehicle enforcement, troopers assigned to Troop C will receive further training in the area of commercial motor vehicle enforcement. This will be provided by Troop S and will be coordinated through Training.
- OHSO impaired driving overtime funding will be used to increase enforcement in Cherokee and Sequoyah counties. These counties have been identified by OHSO as counties with higher concentration of impaired drivers.

Education

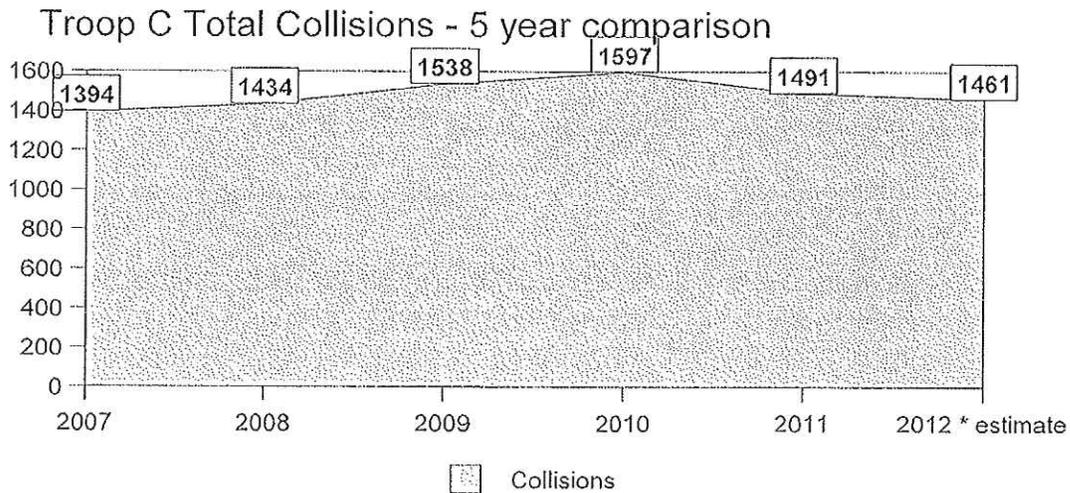
- Troop C personnel will become more active in educating the public, community and civic groups in regards to traffic safety, impaired driving issues and overall roadway safety. Troopers will do this by various means including conducting safety talks and utilizing the media to provide information to the public about traffic safety.
- Press releases will be sent out local media outlets to inform the public of upcoming enforcement efforts in their areas. These releases will be sent out prior to any major enforcement operations as well as holiday or special events occurring in the troop area.
- Troopers within the troop will also be educated further on the primary collision areas in their assigned counties in effort to increase ownership and awareness of the importance of working these areas during the high collision times.
- Troop C personnel will coordinate and hold training classes on Traffic Incident Management for local emergency personnel to educate them on proper traffic management methods at emergency scenes and other incidents.
- Troop C personnel will receive refresher and advanced training in the detection and apprehension of impaired drivers. This training will include assigning troopers to attend ARIDE training and DRE training. Goal is to get at least 1/3rd of the troop trained in ARIDE training and increase the number of DRE certified troopers in the troop.

Engineering:

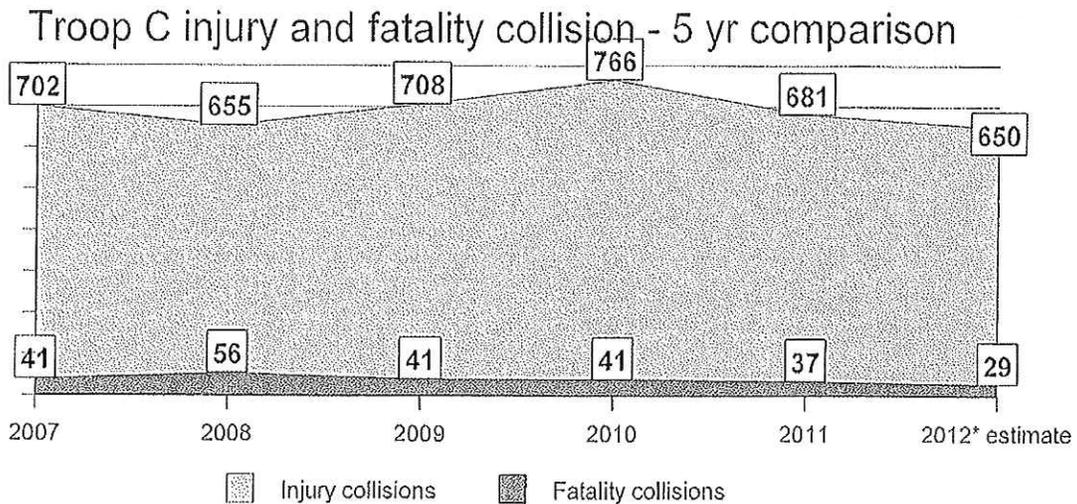
- Troop C will work with ODOT officials in exchanging information in an effort to reduce collisions relating to engineering problems on roadways, traffic control problems, right of way intrusion issues and other issues relating to roadway safety.
- Troop C will also reach out and coordinate with county and local officials regarding engineering and traffic control problems on local roadways within the troop.
- Troop C will coordinate enforcement efforts with ODOT and county officials construction zones. Troopers will be assigned to specifically work in areas with problematic construction zones.

Troop Statistical Information

The below statistics were compiled by reviewing the last five years of data from various databases including the DPS databases and ODOT's SafeT program.



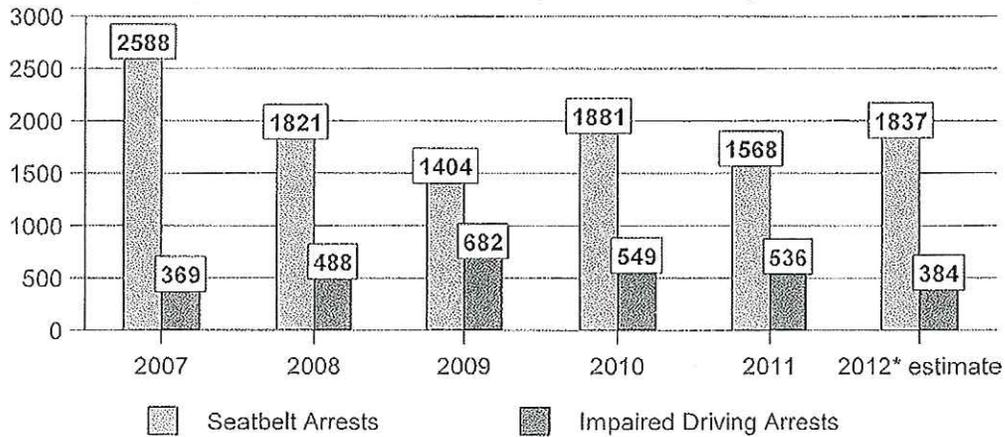
*The amount of collisions in Troop C in CY 12 is projected to **decrease approximately 8 %** since the high number in 2010.



* The amount of injury collisions has **decreased approximately 15%** since the 5 year high in 2010.

* The amount of fatality collisions has **decreased approximately 48%** since the 5 year high in 2008.

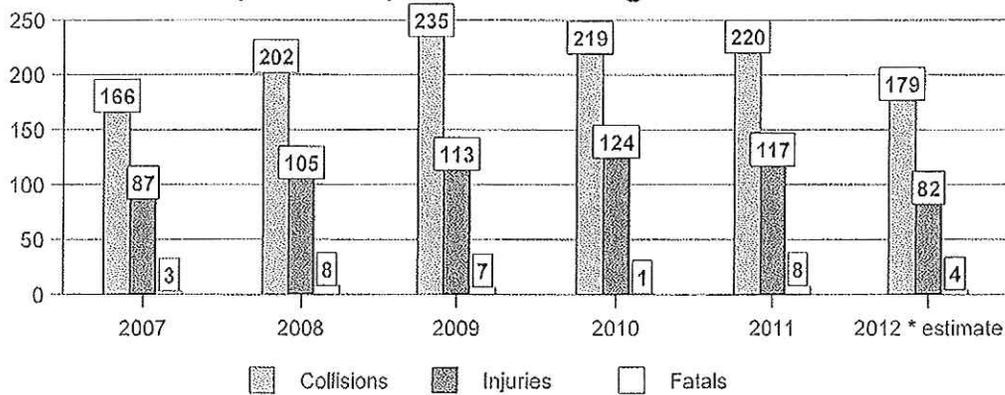
Troop C - Seatbelt and Impaired Driving Arrests



* The amount of seatbelt arrests for CY 2012 has **increased approximately 17%** since CY 2011.

* The amount of impaired driving arrests for CY 2012 **has decreased approximately 28%** since CY 2011.

Troop C - Impaired Driving Collisions



* Impaired driving collisions this year are projected to be down approximately 15-25 % from CY 2011.



Troop Goals for CY 2013

- Increase the overall troop seatbelt enforcement citations 15 - 20 % for CY 2013
- Increase impaired driving enforcement arrests by 2-5 % in CY 2013 in relation to manpower
- Maintain the same amount of fatality collisions in CY 2013 as CY 2012 due to 2012 fatality collision in 2012 being at a 12 year low in Troop C.
- Reduce the amount of incapacitating injuries and non-incapacitating injuries in Troop C by 2% for CY 2013
- Increase overall enforcement of top accident causation violations including speed, impaired driving, inattention, fail to stop/yield violations in the troop with special emphasis in the designated high collision areas in each county which will include saturation patrols and increase public awareness through the media

Adair County:

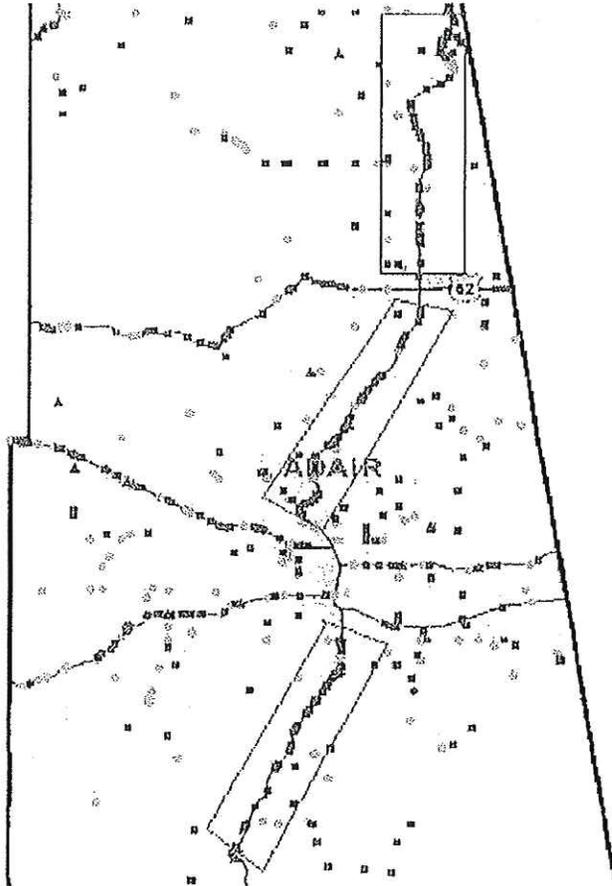
Primary collision times are from 2:00 pm thru 6 pm with a small increase on Tuesdays, Friday and Saturdays.

Primary collision corridors:

- US Highway 59 approximately north of Westville to the county line
- US Highway 59 south of Stilwell to the county line
- US Highway 59 between Stilwell and Westville

Secondary Critical Roadways

- SH 51 west of Stilwell to the county line
- US Highway 62 west of Westville to county line



Cherokee County:

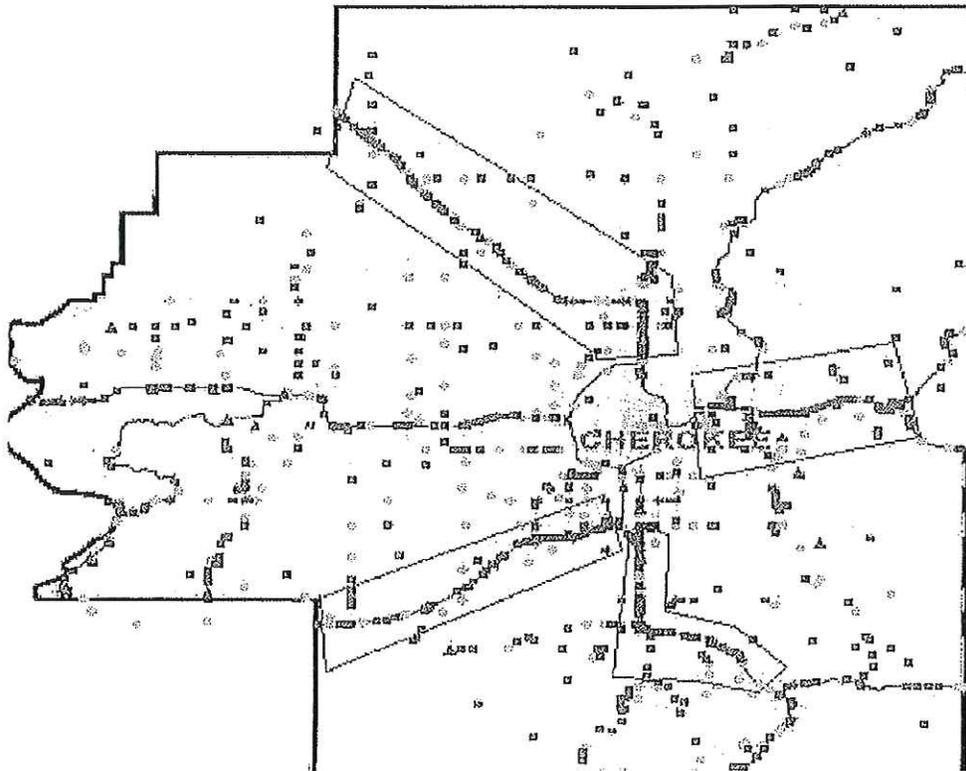
Primary collision times are from 2:00 pm thru 6:00 pm with a small increase on Fridays and Saturdays.

Primary collision corridors:

- State Highway 82 from city limits of Tahlequah to the county line
- US Highway 62 east of Tahlequah to State Highway 51 Junction
- US Highway 62 west of Tahlequah to county line
- State Highway 82 south of Tahlequah to State Highway 100 Junction

Secondary Critical Roadways

- SH 51 approximately 6 miles west of Tahlequah
- State Highway 10 approximately 10 miles north of US Highway 62



Haskell County:

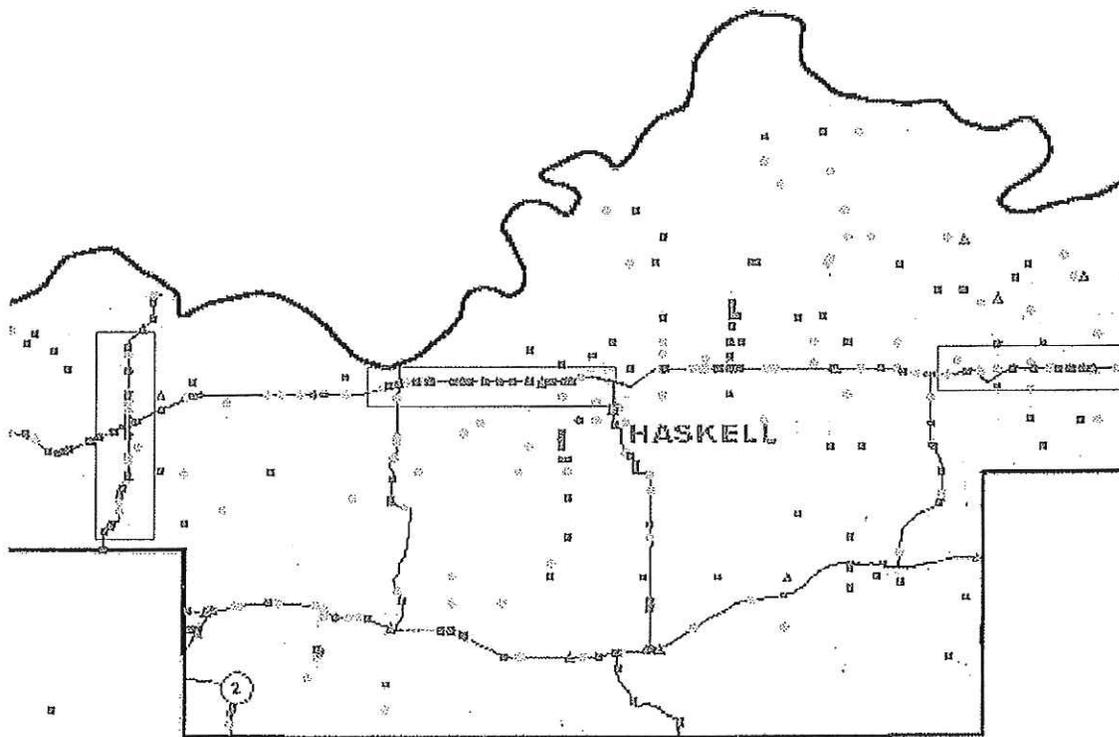
Primary collision times are from 4:00 pm thru 9:00 pm with a small increase on Wednesdays, Fridays and Saturdays.

Primary collision corridors:

- State Highway 71 from State Highway 2 north to Eufaula Dam
- State Highway 9 west of Stigler to Whitefield
- State Highway 9 east of Keota to county line.

Secondary Critical Roadways

- State Highway 9 west of State 71 to the county line



McIntosh County:

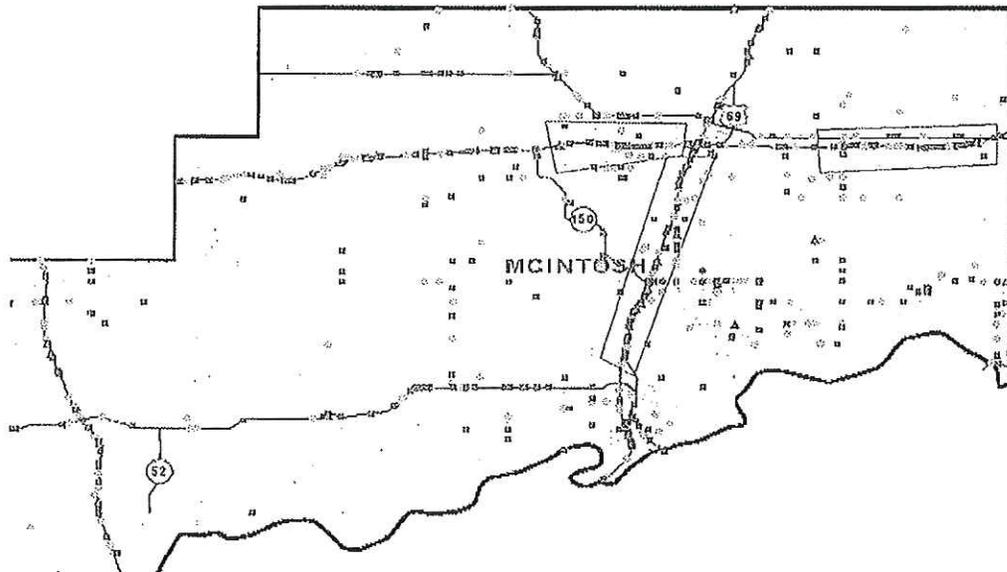
Primary collision times are from 12:00 pm thru 6:00 pm with an increase on Fridays and Saturdays.

Primary collision corridors:

- Interstate 40 west of Checotah to State Highway 150 exit (mile marker 259 to mile marker 265)
- Interstate 40 east from Texanna Road to the county line (mile marker 270 to mile marker 277)
- United States Highway 69 from Eufaula to Checotah

Secondary Critical Roadways

- Interstate 40 west from State Highway 150 to the county line
- State Highway 9 south of Eufaula to the county line
- Texanna Road from United States Highway 69 to the county line



Muskogee County:

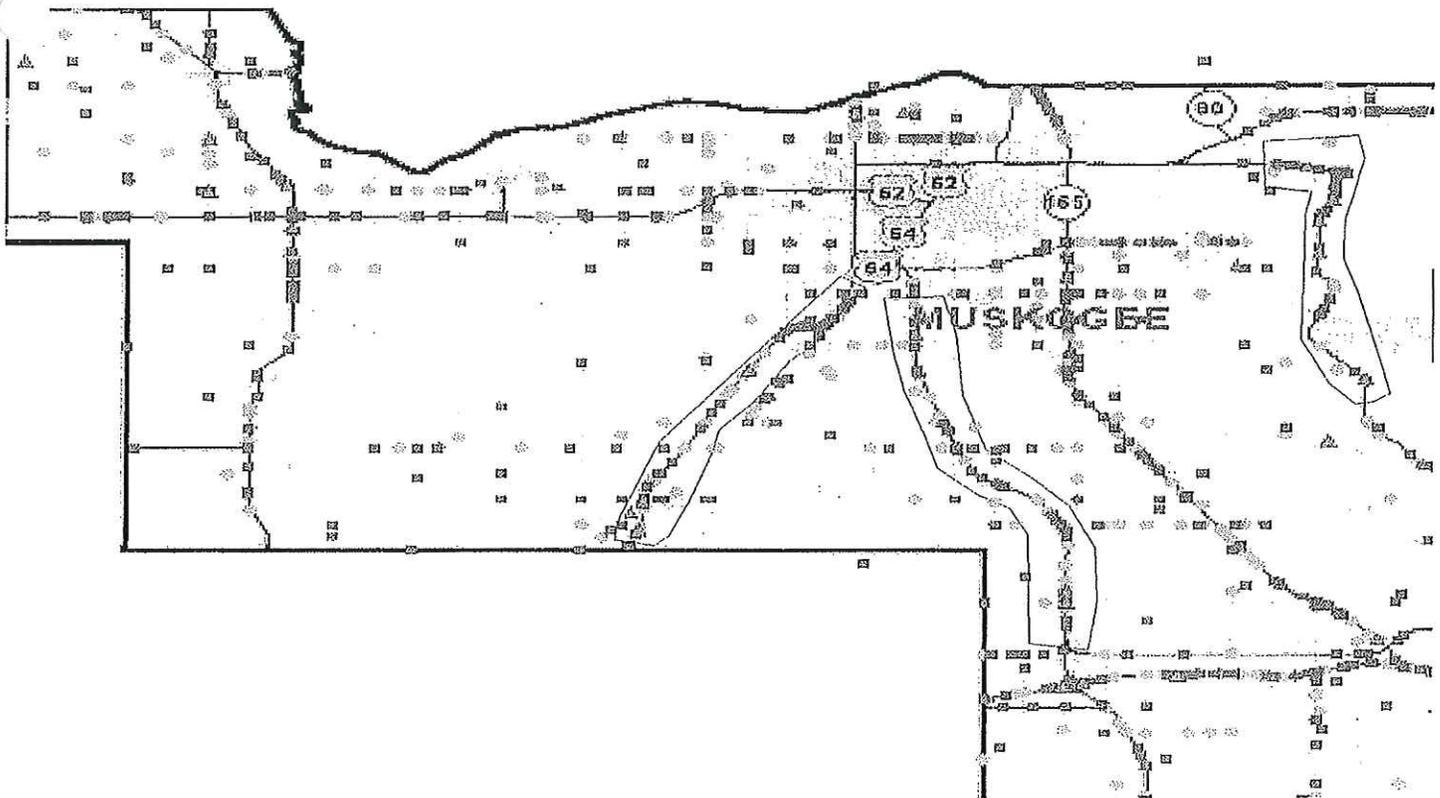
Primary collision times are from 3:00 pm thru 7:00 pm with a small increase on Thursdays.

Primary collision corridors:

- United States Highway 69 from county line to Muskogee
- United States Highway 64 from Warner to Muskogee
- State Highway 10 south from United States 62 to Braggs

Secondary Critical Roadways

- Interstate 40 from mile marker 277 to mile marker 290
- United States Highway 62 from Ft. Gibson to the county line
- State Highway 72 from Boynton to the county line



Sequoyah County:

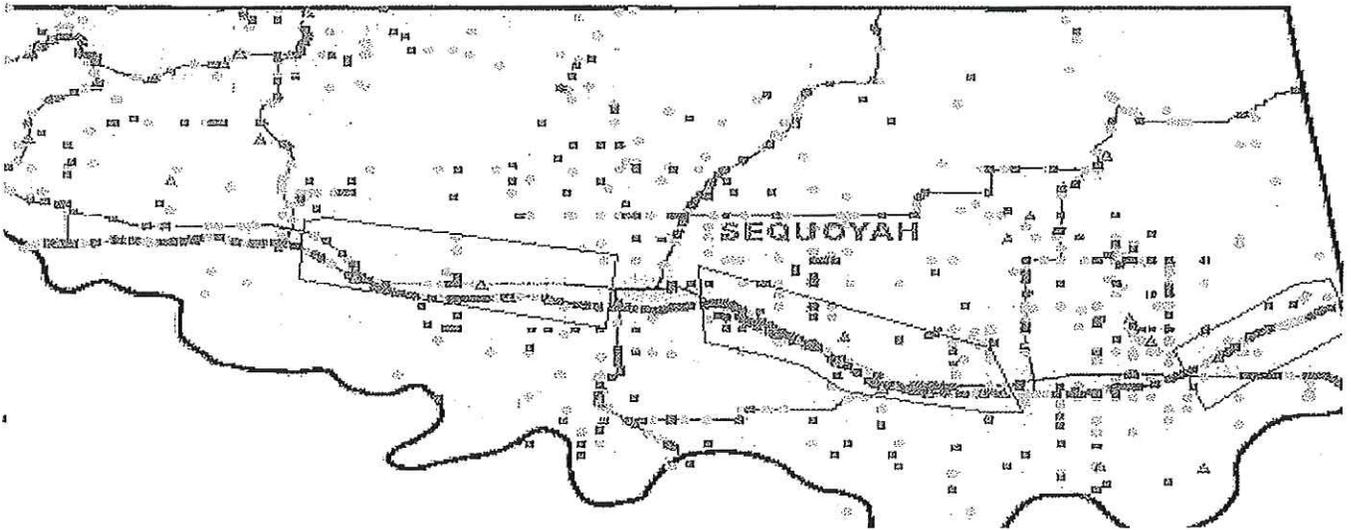
Primary collision times are from 7:00 am thru 9:00 am and 1:00 pm thru 6:00 pm with a small increase on Fridays.

Primary collision corridors:

- Interstate 40 from mile marker 297 to mile marker 308
- Interstate 40 from mile marker 311 to mile marker 318
- Interstate 40 from mile marker 325 to mile marker 330

Secondary Critical Roadways

- United States Highway 59 from Sallisaw to Brushy Mountain Road
- State Highway 100 west from State Highway 82 to State Highway 10 Jct
- State Highway 64-B north of Muldrow to Swon Road and Swon Road to Roland



Wagoner County

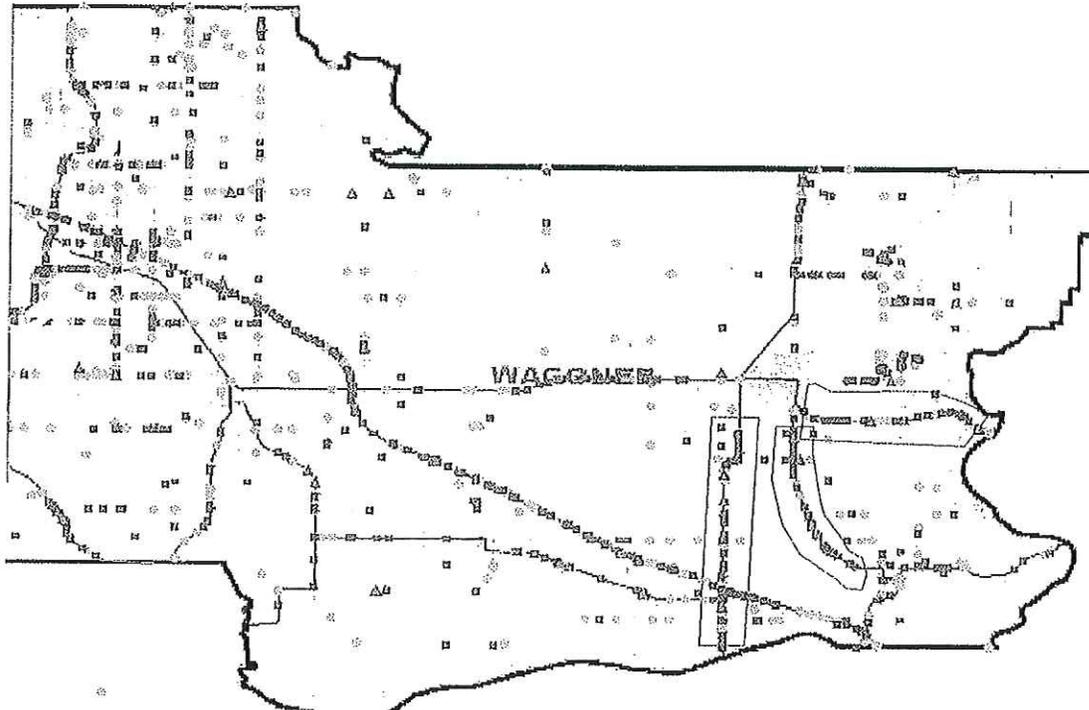
Primary collision times are from 1:00 pm thru 7:00 pm with a small increase on Fridays.

Primary collision corridors:

- United States Highway 69 south from Wagoner to the county line
- State Highway 51 east from Wagoner to county line
- State Highway 16 south of Wagoner to Okay

Secondary Critical Roadways

- United States Highway 64 from the county line to the county line and State Highway 72 county line to Coweta
- Whitehorn Cove Road east from United States Highway 69
- United States Highway 69 north of Wagoner to the county line



Troop D - Strategic Collision Reduction Plan for Calendar Year 2013

Troop Information:

Troop D consists of six counties in east central Oklahoma which contains numerous lakes, parks and recreational area. Troop D also has 40 miles of Interstate 40 inside the troop boundaries on the west side. The counties included in Troop D are:

Seminole
Okfuskee
Hughes
Pittsburg
Latimer
LeFlore

Troop D Strategic Goals:

Reduce Injury Collisions by 5%
Maintain Fatality Rate of Calendar Year 2012
Increase DUI/DWI Enforcement by 2 %
Increase Seatbelt Enforcement by 5%

The strategic collision plan implemented by Troop D will primarily focus on the three "E's" of a traffic enforcement program which are enforcement, education and engineering. Each of these will be discussed in more detail below.

Enforcement

Troop D will use statistical information and data obtained from SAFE-T and other sources to determine high collision areas in each county. Troop D will use this information to increase enforcement efforts in high collision areas in the troop in an effort to reduce overall collisions within the troop.

Troop D supervisory personnel will become more familiar with high collision roadways and areas within their assigned counties and will increase overall enforcement in these areas with specific attention to occupant restraints violations, speed and impaired driving violations. Supervisors will use a variety of methods to increase enforcement in these areas including adjusting the manpower scheduled

during peak collision hours, saturation patrols, safety checkpoints, aireraft assignments, and various other means to take a more proactive and aggressive approach to collision reduction in these areas.

Using a more data driven approach to determine high collision times, locations and types of roadways, troopers will be assigned to work these areas during high collision periods, targeting seatbelt violations, impaired drivers and speed violations.

Troop D will utilize the CTEP troopers within Troop D to increase commercial motor vehicle enforcement.

OHSO impaired driving overtime funding will be used to increase enforcement in Seminole, Pittsburg and Leflore counties. These counties have been identified by OHSO as the counties with higher concentration of impaired drivers.

Education

Troop D personnel will become more active in educating the public, community and civic groups in regards to traffic safety, impaired driving issues and overall roadway safety. Troopers will do this by various means including conducting safety talks and utilizing the media to provide information to the public about traffic safety.

Press releases will be sent out local media outlets to inform the public up upcoming enforcement efforts in their areas. These releases will be sent out prior to any major enforcement operations as well as holiday or special events occurring in the troop area.

Troopers within the troop will also be educated further on primary collision areas in their assigned counties in effort to increase ownership and awareness of the importance of working these areas during the high collision times.

Troop D personnel will coordinate and hold training classes on Traffic Incident Management for local emergency personnel to educate them on proper traffic management methods at emergency scenes and other incidents.

Troop D personnel will receive refresher and advanced training in the detection and apprehension of impaired drivers. This training will include assigning troopers to attend ARIDE training and DRE training.

Engineering:

Troop D will work with ODOT officials in exchanging information in an effort to reduce collisions relating to engineering problems on roadways, traffic control problems, right of way intrusion issues and other issues relating to roadway safety.

Troop D will also reach out and coordinate with county and local officials regarding engineering and traffic control problems on local roadways withing the troop.

Troop D will coordinate enforcement efforts with ODOT and county officials construction zones. Troopers will be assigned to specifically work in areas with problematic construction zones.

Accountability #1 of the PMP. Documented effort to attain or exceed troop, detachment, or sector goals approved by the Troop Commander.

Each Trooper will be evaluated in four categories to determine their effort in attaining the Troop goals.

To attain an Exceeds Standards in Accountability #1, at least two of the categories listed below much be Exceeds Standards, and no category can be below a Meets Standards.

If any two categories are Needs Improvement or Does Not Meet Standards, the overall rating for Accountability #1 cannot be Meets Standards.

1. Contacts per hour of Traffic Patrol

1.45 {Anything above 1.45 Exceeds Standards}

1.03 - 1.45 {Meets Standards}

.82 - 1.02 {Needs Improvement}

.81 and below {Does not Meet Standards}

2. Alcohol Related Enforcement (DUI, APC, DWI)

Exceeds Standards :	30 or more arrests
Meets Standards:	12-29 arrests
Needs Improvement:	6-11 arrests
Does Not Meet Standards:	Below 6

3. Seat Belt Enforcement

Exceeds Standards:	300 or more contacts
Meets Standards:	150-299 contacts
Needs Improvement:	100-149 contacts
Does Not Meet Standards:	99 or below contacts

4. Safety Programs

Exceeds Standards:	12 or more programs
Meets Standards:	5-11 programs
Needs Improvement:	2-4 programs
Does Not Meet Standards:	1 or less programs

5. Accident Enforcement

Exceeds Standards:	72.1 and above
Meets Standards:	48.0 to 72.0
Needs Improvement:	35.9 to 47.9
Does Not Meet Standard	35.89 and below

Troop D Accident Corridors by County

Hughes County

1. US 75 from Coal County Line to Horn Town
2. US 270 from Horn Town to Holdenville

Pittsburg County

1. US 69 from McAlester to McIntosh County Line
2. US 270 from McAlester to Hartshorne

Latimer County

1. State Highway 2 between Wilburton and Buffalo Valley, which is 12 miles
2. State Highway 2 North from Wilburton to Robbers Cave State Park, which is 6 miles

LeFlore County

1. US 59 between Heavener and Poteau
2. US 59 between Spiro and the US 59 and SH 9 junction

Seminole County

1. I-40
2. US 377

Okfuskee County

1. I-40
2. US 62

Troop E Strategic Goals for 2013

Enforcement:

- *Reduce collisions by 5% Troop wide.
- *Reduce fatalities by 5% Troop wide
- *Raise DUI/DWI arrest by 5% Troop wide
- *Raise Seat Belt compliance by 7.5% Troop wide
- *Train 20% of Troop E Troopers in CMV Enforcement

Collisions: There were 820 collisions in 2011 and projected to have approximately 780 collisions in 2012. Troop E Goal is to reduce collisions by 5%, which will be 741 collisions. We will accomplish this through study of Safe-T figures telling us the times and dates and types of collisions we are having. We will target corridors where it shows the accidents are occurring and have more Troopers working the times and days the collisions are occurring. We will focus on the high 4 causation violations and Seat Belt violations. We will use unmarked vehicle to identify violators to stop.

Fatals: In 2011 there were 31 fatalities in Troop E. In 2012 estimate of 26 fatalities. A 5% decrease in fatalities would be a Goal of 24 Fatalities in 2013. This will be accomplished by focusing on the causes of the Fatal collision. The DUI, collision reduction plan and the Seat Belt goals should aid Troop E in accomplishing this Goal.

DUI/DWI Arrest: 2011 Troop E had 420 DUI/DWI/APC arrests. 2012 Troop E had 305 DUI/DWI/APC arrests from Jan 1- Sept 30. I estimate a total of DUI/DWI/APC for 2012 will be at 407. A 5% increase in this area of enforcement would be 428 DUI/DWI/APC for 2013. This Goal will be met by having at least 1 DUI 8 hour Special Emphasis in Each Sector every third month. We will continue to work the areas and times that Safe-T tells us that our DUI collisions are occurring. On the monthly DUI Special Emphasis you will borrow Troopers from other areas in the Troop and have the Troopers focus on the Impaired Driver arrests.

Seat Belt: Seat belt surveys show Troop E compliance at 62.8%. We will set out Goals for 2013 at 70.3% compliance when surveys are conducted in Oct. 2013. Each county should develop Seat belt special emphasis each month in an area of the county that is different than the last. Borrow Troopers from other areas and conduct these emphasis in the high accident corridors as found on Safe-T analysis. Also implement use of an unmarked vehicle spotter.

CMV Training: The Troop E Goal for Training Troopers in CMV Inspections will be 20%. We have 26 Troopers. We will Train at least 5 Troopers in 2013. 1 in Atoka, 1 in Coal, 1 in Push/Choc, 1 in Bryan and 1 in McCurtain.

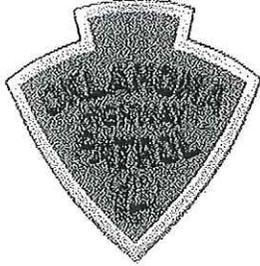
Education:

- *Increase safety programs in each Sector by %
- *Tips From A Trooper in each Sector monthly
- * Contact TV and Radio media on dangerous situations in the county when they occur
- *Work with other agencies and partner with them in training and also educating the

public on traffic safety.

*Train all first responders on TIMS training in Troop E in 2013

Engineering:* Continue to visit with local DOT personnel on potential problems in Troop E



Oklahoma
Highway
Patrol
Troop F

January 1

2013

This document contains the Troop F Collision Reduction Plan for CY 2013

Collision
Reduction
Plan

Troop F will review ODOT's construction plan for roadways within Troop F to increase visibility and enforcement at work zones to decrease collisions in and on approach to established work zones.

- Enforcement: Troop F will take a data driven approach by using the SAFE-T system to identify the times, locations, types of roadways and violations that contribute to the crash picture. Troopers will be assigned to work these "crash corridors" taking strict enforcement action to change the manner which local commuters operate.

Troop F will utilize seatbelt saturations and checkpoints to increase compliance during morning and afternoon commute hours targeting roadways with high volumes of traffic.

Troop F will conduct strict speed enforcement using aircraft and unmarked patrols on the Interstate 35 Highway System and along crash corridors in each county.

Troop F will conduct DUI saturations and NO Refusal Operations in all counties with Pontotoc County taking a NO Refusal Policy toward intoxicated drivers starting January 1, 2013. OHSO DUI funds will be expended in Carter and Pontotoc County due to the DUI alcohol collision volume.

CMV Enforcement: Troop F will enroll troopers into CMV enforcement classes and utilize current CMV CVTEP and TTEP troopers to increase inspections and enforcements in the seven county areas.

SECTION II: Where are we going?

Troop F will set standards for each trooper self-initiated traffic patrol performance to increase the number of intoxicated driving arrests and seatbelt arrests. With aggressive enforcement an aggressive media campaign will ensue.

Troop F's goal is to increase the seatbelt enforcement by 15% from 3,418 arrests in 2011 to 3,930 for calendar year 2013.

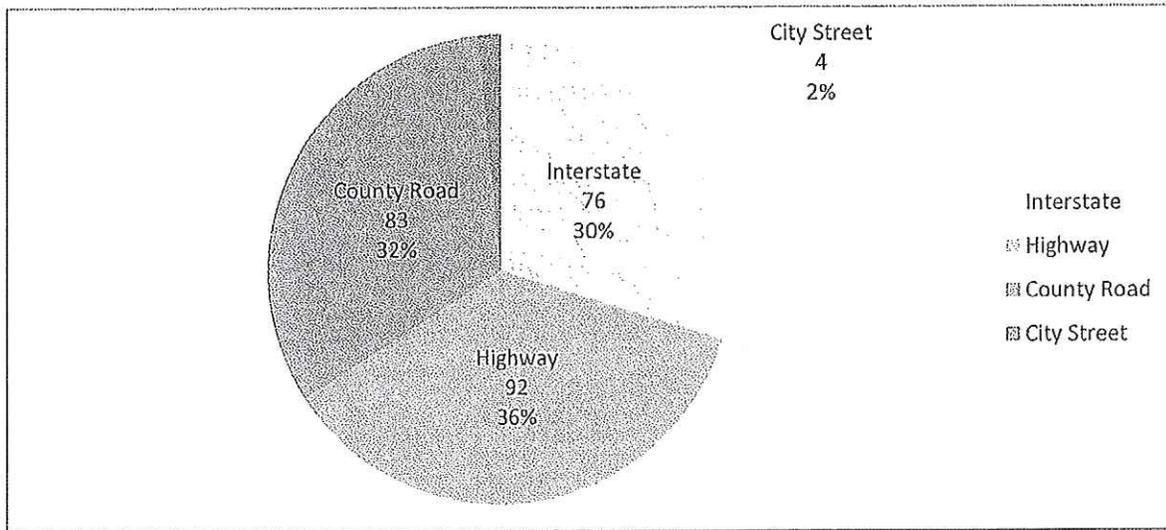
Troop F's goal is to increase the DUI/DWI arrests by 5% from 425 in 2011 to 446 in calendar year 2013.

Troop F's goal is to decrease (K) Killed, (A) Incapacitating and (B) Non-Incapacitating Injuries 2% in calendar year 2013.

SECTION IV: Development of specific county plans:

Troop F evaluated the collision picture beginning January 1, 2010 thru the September 30, 2012 creating a near ten year review for US/State Highways and County Roads. The review will detail the days of the week , types of collisions, four leading cause of the collisions and time of the day and injury severity for the collisions.

The below chart represents the amount of collisions investigated on each road type and what percentage of work that road type required.

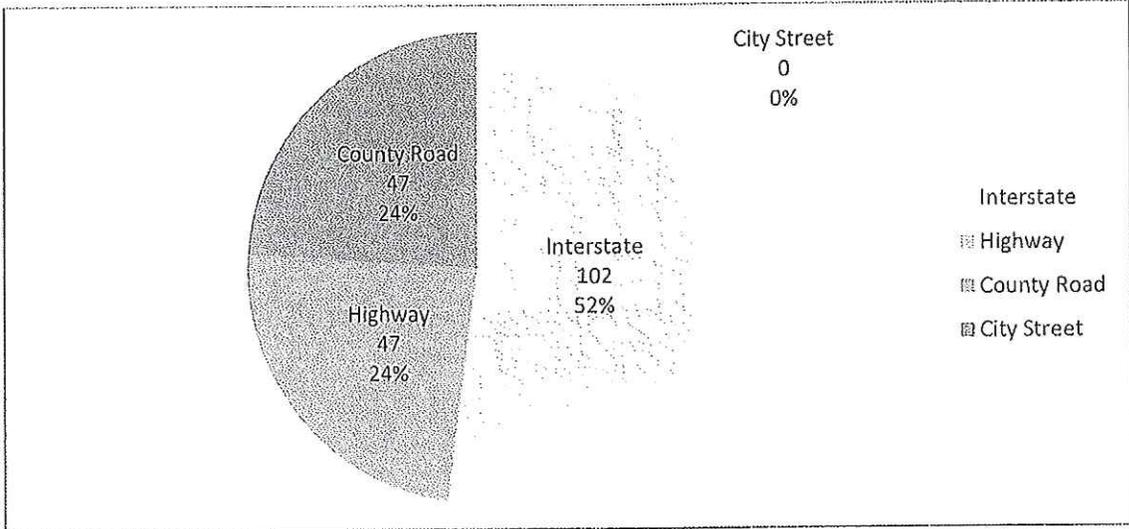


The below map indicates the US and State Highways where the majority of the collisions occur and the time those collisions occur;

The four main causes of collisions during this time frame in these crash corridors are:

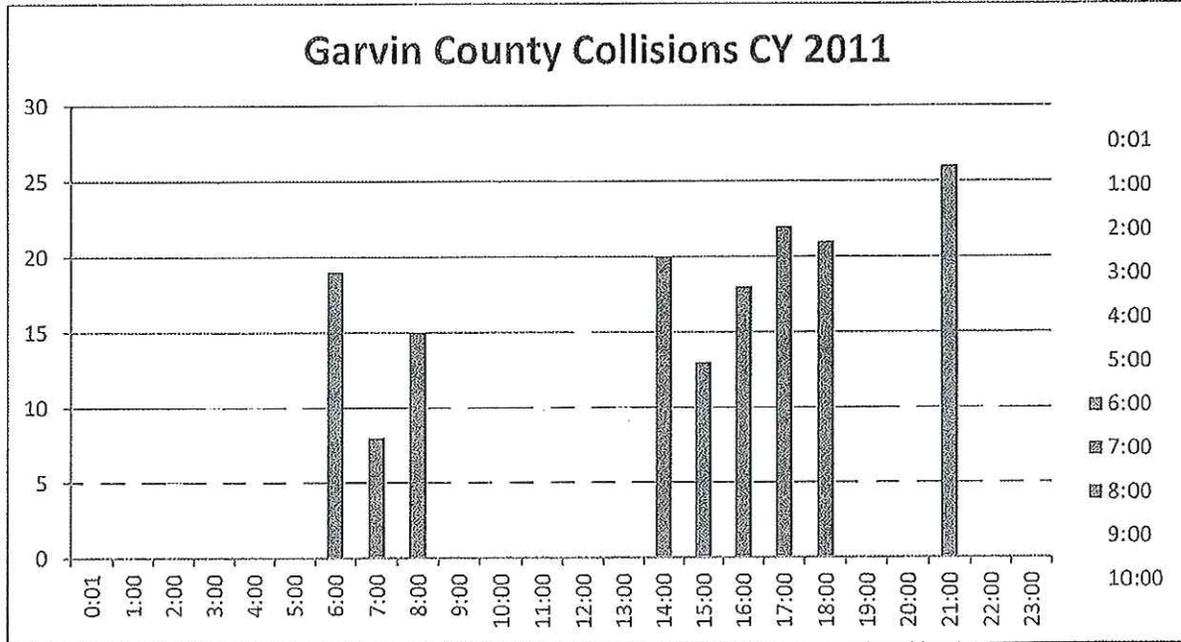
- Driving Inattention
- Speeding
- Unsafe Turns
- Left of Center

The below chart represents the amount of collisions investigated on each road type and what percentage of work that road type required.



The Interstate requires a large volume of the time spent by troopers assigned to the Carter/Love detachment. The crash reduction plan for the Interstate is separated from each county and included as its own detachment.

GARVIN COUNTY



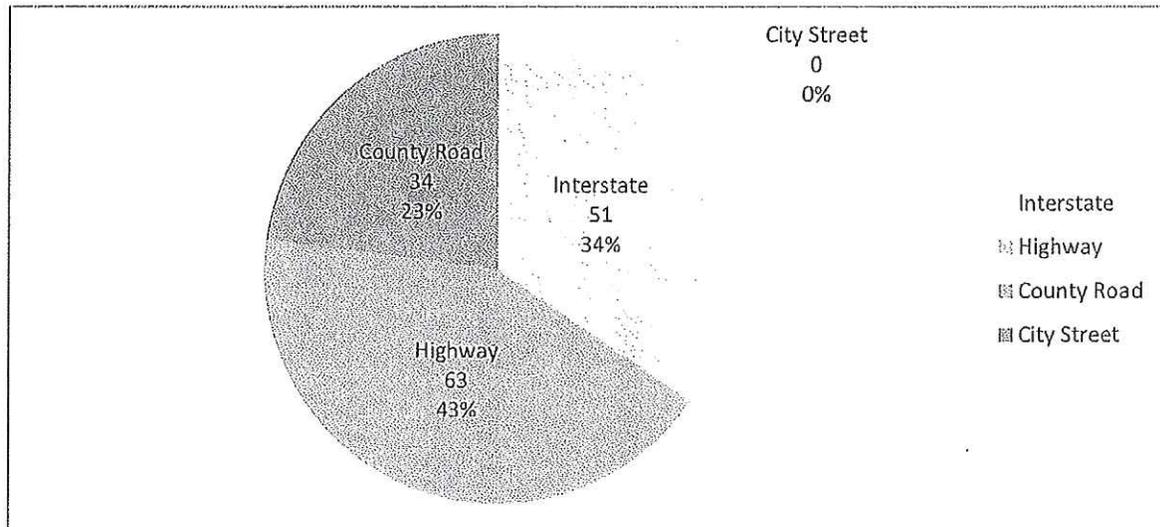
Troopers assigned to Garvin County are required to staff and make an impact on three different types of roadways:

- Interstate 35
- US and State Highways
- County Roads

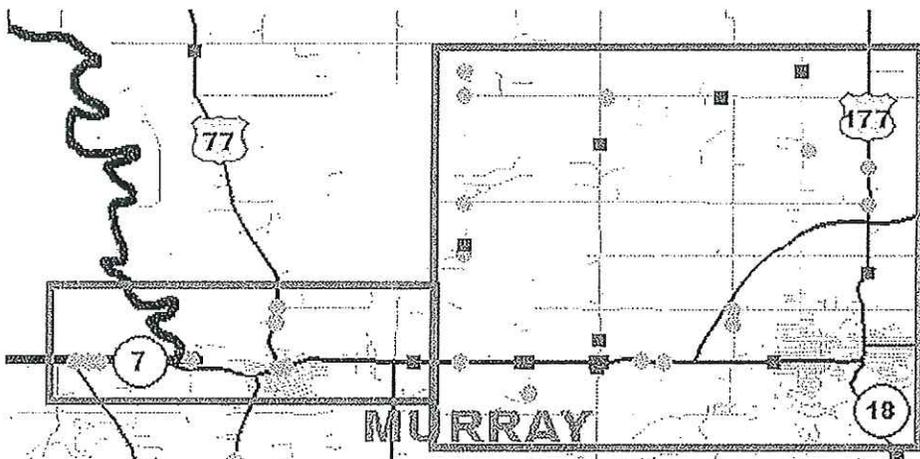
The four main causes of collisions in this crash corridor are:

- Driving Inattention
- Speeding
- Unsafe Turn
- Left of Center

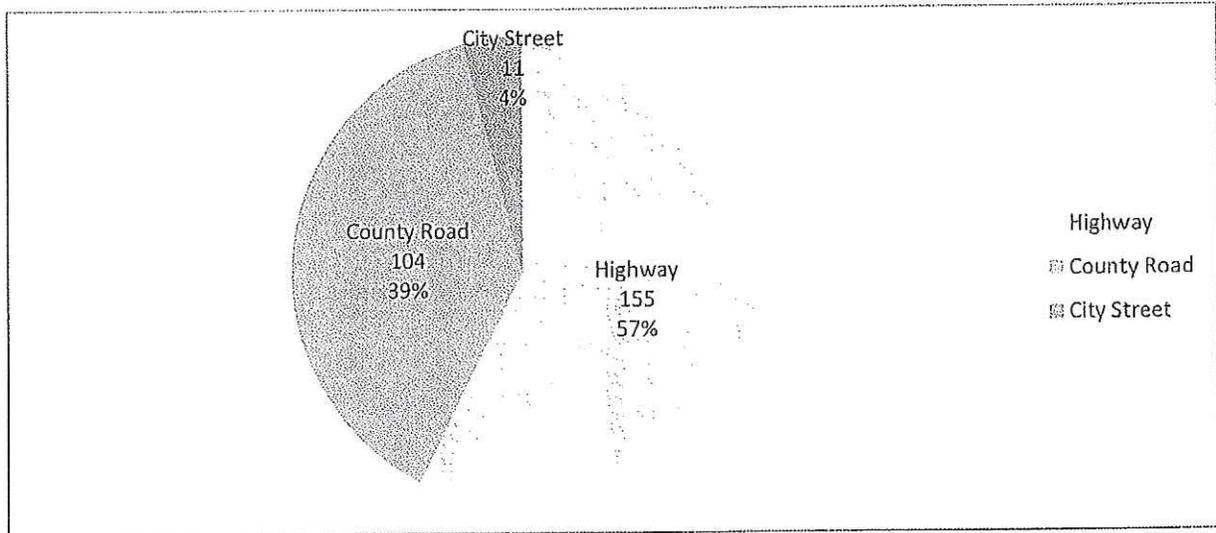
The below chart represents the amount of collisions investigated on each road type and what percentage of work that road type required.



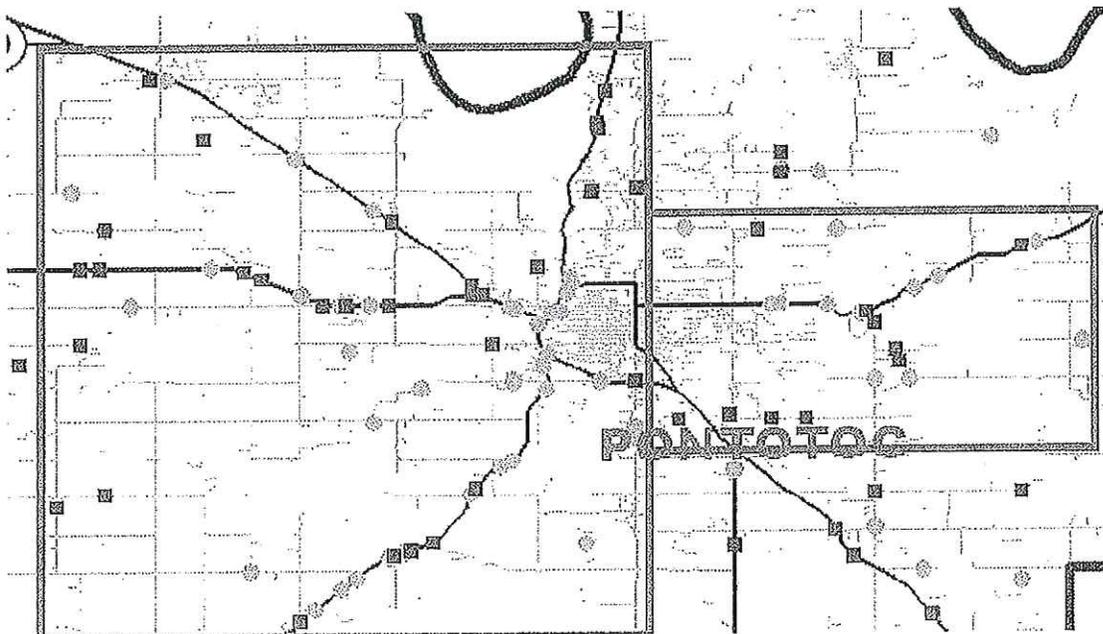
The below picture outlines the established crash corridors for Murray County US/State Highways and County Roads.



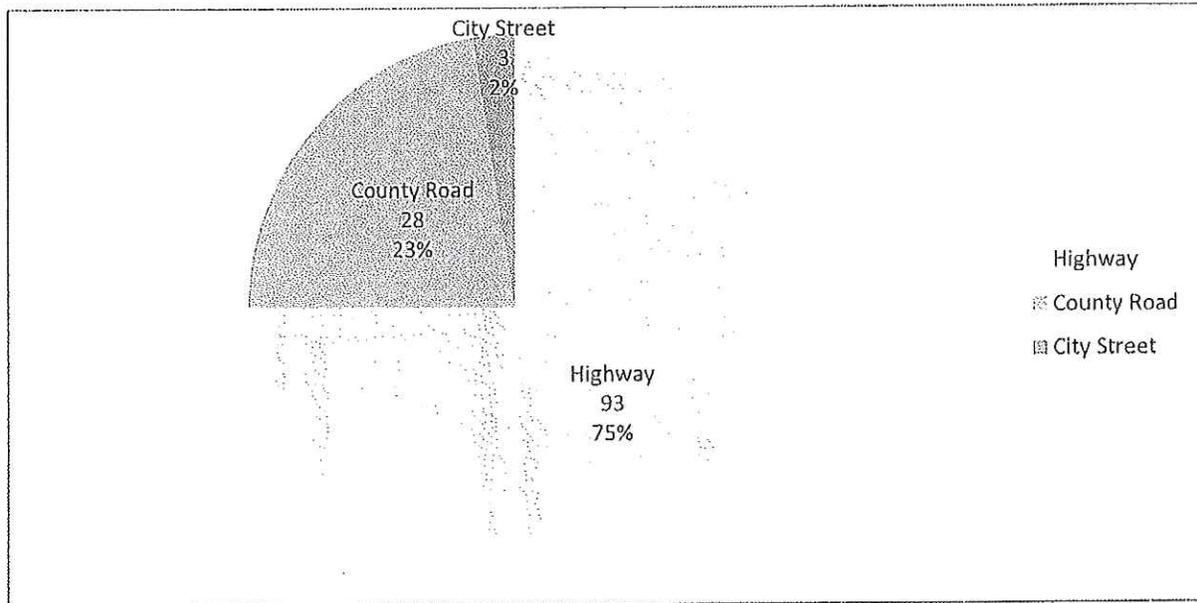
The below chart represents the amount of collisions investigated on each road type and what percentage of work that road type required.



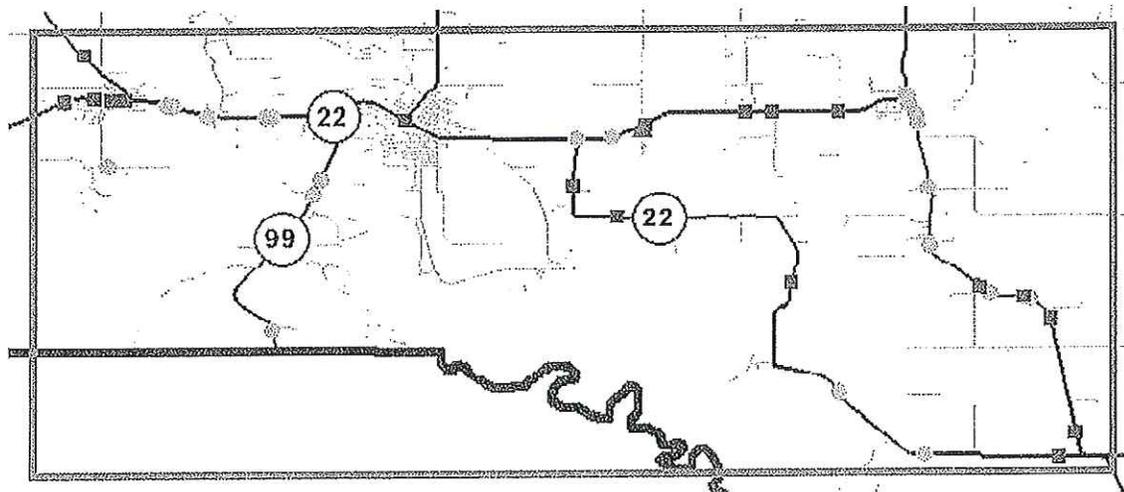
The below picture shows the identified collision corridors:



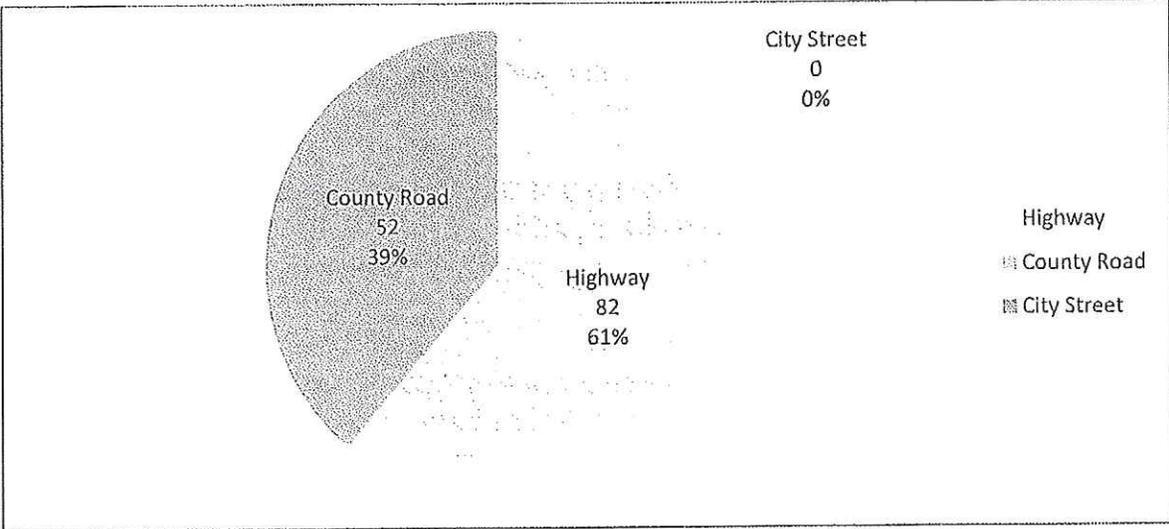
The below chart represents the amount of collisions investigated on each road type and what percentage of work that road type required.



The majority of the collisions in Johnston County appear to be associated with commuter traffic with the majority being students and faculty of Murray State College. Below are the crash corridors:

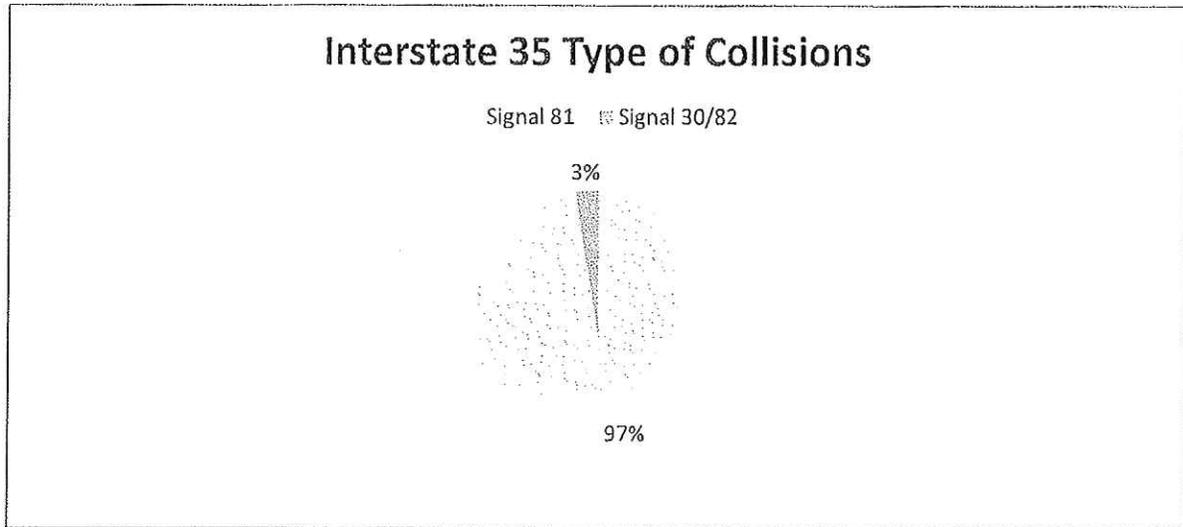


The below chart represents the amount of collisions investigated on each road type and what percentage of work that road type required.

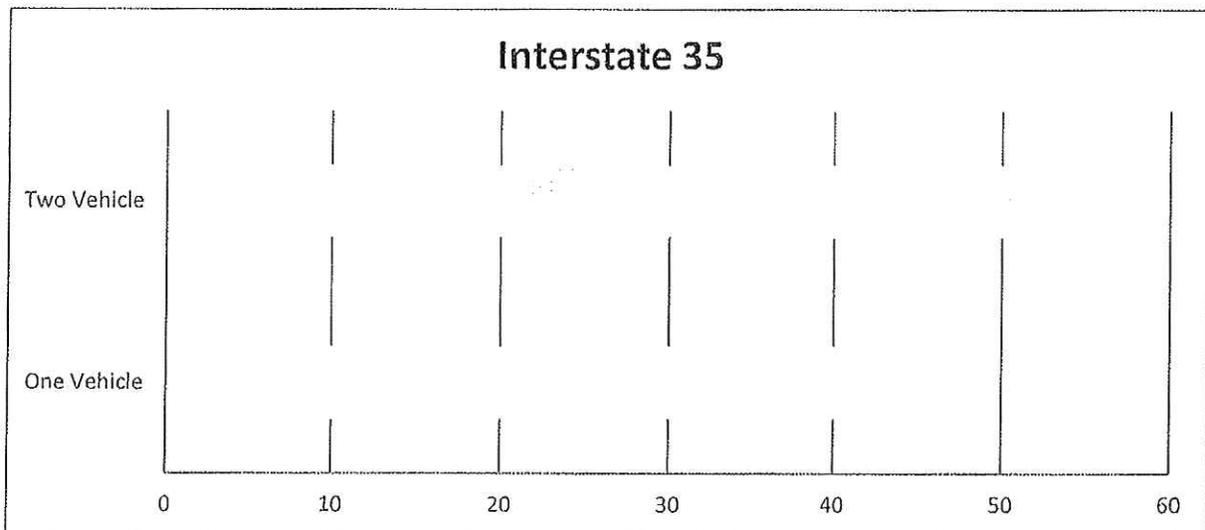


There is no identifiable crash location in Marshall County that would create an identifiable collision corridor.

The below chart represents the percent of collisions that occur on Interstate 35 that result in Injury/Death or Property Damage:



The below chart represent percent of one and two or more vehicle collisions that occur on Interstate 35:



DETACHMENTS

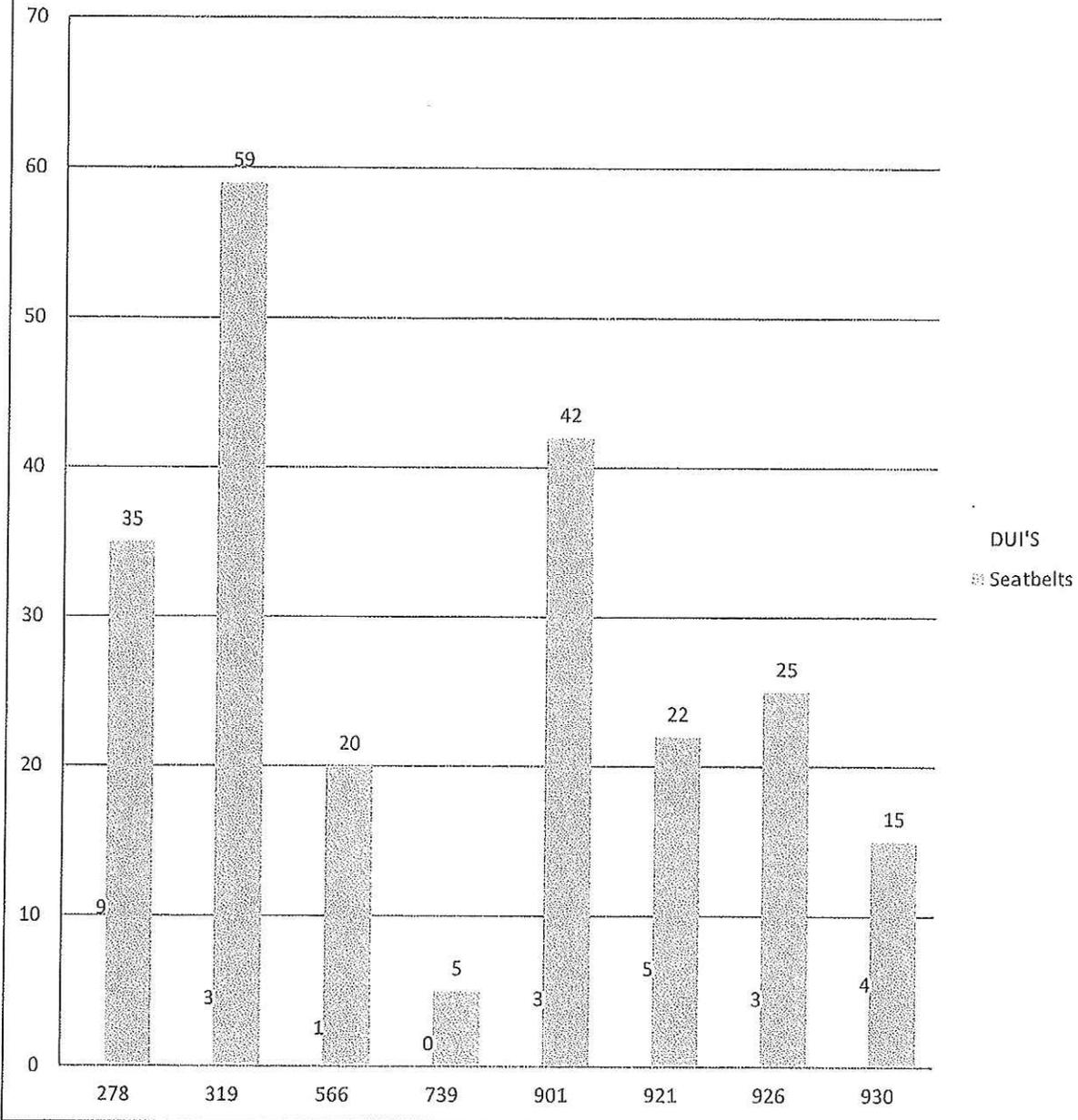
Troop F operates in detachments with most of six of the seven counties being combined into two county detachments.

Troop F will set goals and objectives for each trooper by detachment to maximize on their skills and enforcement priorities so the detachments reach the troop goals.

Below shows the volume of work performed in each detachment from July 1, 2011 thru June 30, 2012 in the DUI and Seatbelt enforcement categories:

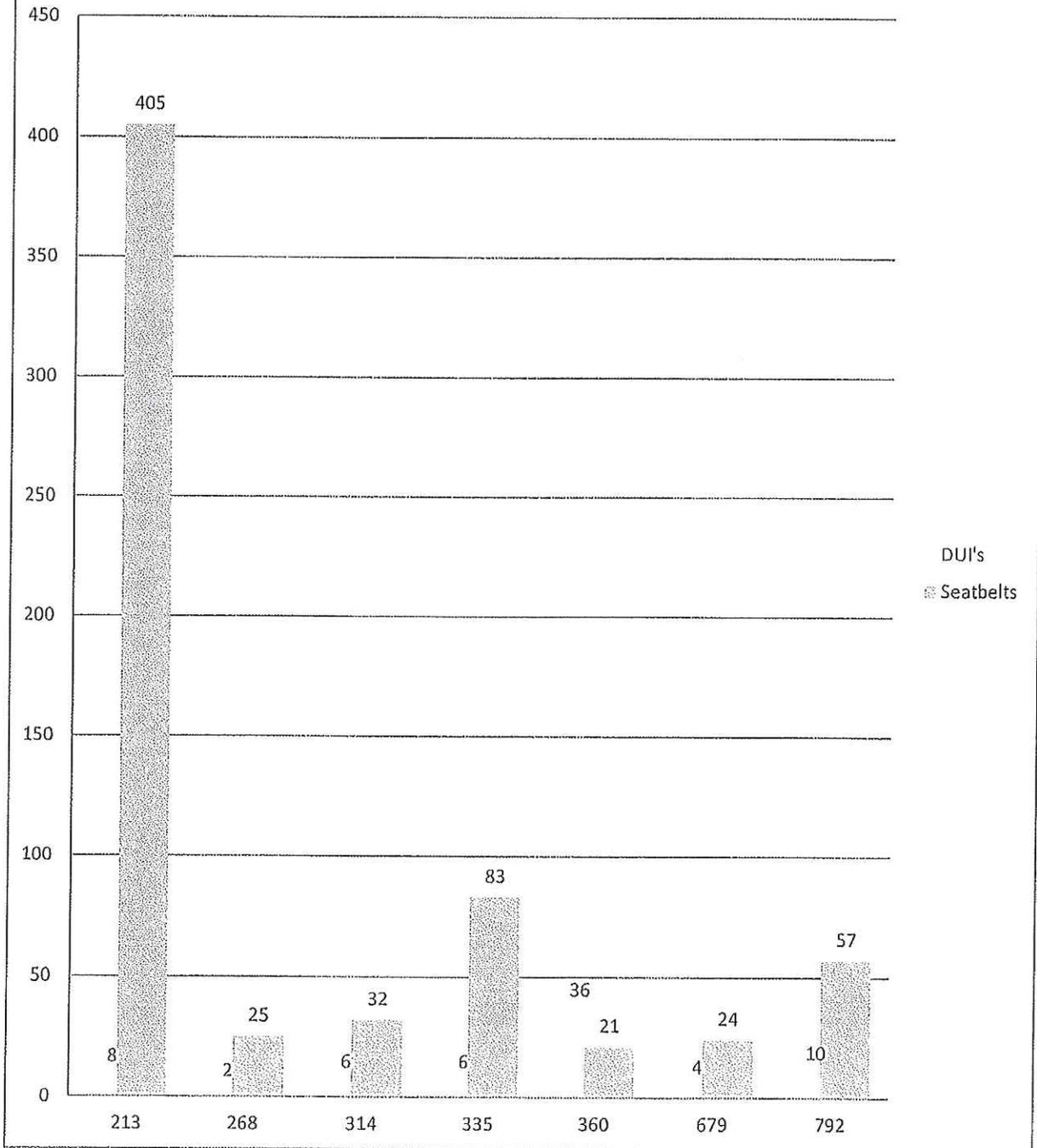
Garvin/Murray Detachment

July 2011 thru June 2012



Pontotoc Detachment

July 2011 thru June 2012





TROOP H STRATEGIC GOALS FOR CY'13

MAINTAIN OR REDUCE COLLISIONS RATE
MAINTAIN OR REDUCE FATALITIES RATE
INCREASE DUI/DWI ENFORCEMENT
INCREASE SEAT BELT ENFORCEMENT
INCREASE CMV ENFORCEMENT

TROOP H OVERVIEW:

ONE CAPTAIN
TWO SUPERVISORS
18 TROOPERS
1 COMMUNICATIONS SUPERVISOR
5 DISPATCHERS
1 ADMINISTRATIVE SECRETARY

Troop H provides law enforcement services and coverage to the following counties in Western Oklahoma, Beckham, Custer, Dewey, Roger Mills, Washita and Interstate 40 thru Caddo County. Troop H has 104 miles of Interstate 40. The Troop H Strategic plan will include:

- ⊙ Troop H's goal for collision rate reduction in 2013 will be to maintain a collision rate equal to or less than those levels in 2012
- ⊙ Troop H's goal for fatality rate reduction in 2013 will be to maintain a fatality rate equal to or less than those levels attained in 2012.
- ⊙ Increase DUI/DWI arrests by 5 percent
- ⊙ Increase Seat Belt Enforcement 8 percent
- ⊙ Increase CMV Enforcement

Enforcement: Troop H will take a data driven approach by using the SAFE-T system to identify times, locations, and causation that account for our accident picture. Troop H will also use SSUM and SDAY programs to monitor troopers enforcement activity.

Troop H will ensure that troopers continue to show no tolerance for seatbelt/child restraint violations.

Troop H will utilize Troop O when available to work high accident areas and especially Interstate 40. Troop H currently has approximately 90 miles of cable barrier in the median of the 104 miles of I-40 that we encompass.

Troop H will schedule DUI emphasis and saturations in accordance with special events that are occurring within our Troop. We will use DUI overtime shifts to work areas of high DUI activity and where DUI accidents have occurred.

Troop H will encourage all troopers to increase visibility and we will set goals to increase citations in all areas.

Troop H will attempt to get more troopers CTEP and TTEP certified and will work with current Troop S troopers in the area. We will continue to support Troop S when they do periodic special emphasis' in Troop H.

Engineering: Troop H has a good working relationship with ODOT. We will continue to work with them to identify problems and areas that engineering could be a factor in contributing to our collision rate. We will review ODOT construction areas to see if we need to assign additional enforcement. We currently meet formally one time a year with ODOT to discuss winter/snow removal plans. We will seek input from Troopers in their assigned areas for specific ideas for engineering changes to be discussed with ODOT.

Education: Troop H troopers are currently very involved in their communities and are frequently requested for safety programs. We will continue to do safety programs for schools, civic groups, such as Rotary, Kiwanis, Lions Club, AARP. We will continue Victims Impact programs and safety programs for independent companies when requested. We have a good relationship with the print media, with Clinton, Weatherford and Elk City having daily newspapers. Most of the smaller communities have weekly papers. We currently have radio stations in Weatherford and Elk City. We will continue to use both media's to promote upcoming events, safety information for holiday travel or for updates pertaining to the law. We will continue Tips from a Trooper program.

Specific Goals

Troop H will set standards for each trooper self-initiated patrol performance to increase DUI arrests, seatbelt arrests and an increase in citations.

Troop H has a goal to increase seatbelt/child restraint enforcement by 10 percent from 715 arrests to 786 arrests.

Troop H has a goal to increase DUI/DWI arrests by 5 percent, from 266 arrests to 279 arrests.

Troop H's goal for collision rate reduction in 2013 will be to maintain a collision rate equal to or less than those levels in 2012.

Troop H goal for fatality rate reduction in 2012 will be to maintain a fatality rate equal to or less than those levels in 2012.

Troop H supervisors will inform Troop H troopers of our goals and strategic plans during the initial planning up the 2013 PMP. We will encourage feedback from Troopers and how their goals can work in conjunction with Troop and Agency goals. Supervisors will monitor enforcement activity and statistical information and discuss periodically with troopers.

Custer, Washita, Dewey and Caddo I-40 (mile 42 to mile 104) currently work as a sector.
There are 11 troopers assigned to this sector.

Total accidents for 2012 in this sector was 466.

51% on I40

25% on State Highways and US Highways

24% on County Roads

We will use the Safe T data from the following pages using information such as Day and Time of Occurrence of Collisions and Causation of accidents to adjust schedules and to aid us in enforcement to reduce accidents.

Beckham and Roger Mills County work as a sector. There are currently 7 troopers assigned to this sector.

Total accidents in this sector for 2012 were 227.

34% on I-40 in Beckham County

44% on State Highways and US Highways Beckham and Roger Mills County.

22 % on County Roads

We will use the Safe T data from the following pages using information such as Day and Time of Occurrence of Collisions and Causation of accidents to adjust schedules and to aid us in enforcement to reduce accidents. We have identified specific areas such as SH6 and US283 that need enforcement.

The following Safe T data represents total accidents for Troop H and a 5 year comparison.

Total Accidents 720

46% on I40

31% on State and US Highways

23% on County Roads.

Conclusion: Troop H has a solid group of Troopers that are talented and are asked to do a number of tasks for the Department. We currently have 2 troopers on the tact team, two on the emergency response team. Six of our troopers are Defensive Tactics instructors, eight are LEDT instructors. Two of are guys assist us in sig 30 reconstruction, two firearms instructors, two troopers are wrecker inspectors for the whole west side of the state and one trooper is part time with the Officers Assistance program.

We have limited resources but we will adjust schedules accordingly to high accident times yet still maintain coverage. The majority of our accidents are on I-40 and it is difficult to work due to the cable barrier. I would like to request the possibility of obtaining a Lidar for Troop H. We are going to encourage troopers to be creative in working I-40. We are going to use engineering, education and enforcement striving to reduce accidents and fatalities. Due to limited resources one of our main goals is to ask our troopers to set a higher standard of enforcement. Supervisors will go over data at the initial planning of the PMP and will assist troopers in setting goals in conjunction with troop goals.. We are going to encourage all of Troop H to work harder be more visible to help reach the Troop goals and the Agency's goals.



TROOP - I
STRATEGIC GOALS
CY '13

REDUCE COLLISIONS
REDUCE FATALITIES
INCREASE D.U.I. ENFORCEMENT
INCREASE SEAT BELT ENFORCEMENT
INCREASE C.M.V. ENFORCEMENT

TROOP-I OVERVIEW

PERSONNEL: Captain - (currently open)
Lieutenants - 2
Troopers - 17
Communication Superintendent - 1
Communication Operators - 4

COUNTIES INCLUDE: Cimarron, Texas, Beaver, Harper, Ellis, and Woodward

Average number of *daily miles driven* (DVMT) comparison from 2001 to 2011 per county showing current change per ODOT statistics:

	<u>2001</u>	<u>2011</u>	<u>difference</u>
BEAVER	304,895	342,205	+10.91%
CIMARRON	186,654	180,699	-3.19%
ELLIS	124,339	186,452	+33.31%
HARPER	144,220	174,305	+17.26%
TEXAS	529,717	596,669	+11.22%
WOODWARD	375,087	513,625	+26.92%

CY 2013 GOALS: Collision reduction: To maintain an equal to or less collision level than 2012.
Fatality collision: To maintain an equal to or less fatality level than 2012.
Increase D.U.I. enforcement by 20%
Increase seat belt enforcement by 10%
Increase C.M.V. enforcement by increasing TTEP education

ENFORCEMENT: Troop-I staff shall identify corridors of high collision rates by utilizing data from O.D.O.T.'s SAFE-T program. The areas of high occurrence regarding day, time, and control section will dictate the area of concentration. Troopers shall take every opportunity to patrol and work these areas. Concentration on speed enforcement shall contribute to overall collision reduction. Seat belt

enforcement should contribute to reducing the fatality count.

In conjunction with O.D.O.T engineers, all corridors will be marked for the utilization of O.H.P. aircraft to enforce all violations, especially speed violations.

D.U.I. enforcement shall be increased at the direction of troop staff with close monitoring and special emphasis. Monthly SSUM and SDAY reports shall be ran to ensure compliance of troop members. Traffic patrol hours shall be maximized and monitored. Special events shall be monitored and extra enforcement shall be scheduled. Extra effort shall be used on all holidays.

As TTEP education becomes more available, troop members shall be enrolled and encouraged to utilized the new skills as much as possible. Those newly educated TTEP troopers shall be paired with current CTEP and TTEP troopers to enhance their new skills.

ENGINEERING: Current working relations with O.D.O.T. Division-6 are high. Troop staff will continue to submit and council with O.D.O.T. risk management and field engineers to identify and study all possible anomalies within the troop highway structure. Past recommendations from our members have yielded excellent changes and has remained a welcomed exchange withing the two State agencies.

EDUCATION: Requests for troop members for speaking events and safety programs has always been readily met with enthusiasm and shall continued to be encouraged. Troop-I's Public Affairs member has greatly contributed to this effort and his support and ideas will be capitalized. His relations with local radio and newspapers has been very good. Every effort shall be explored in an effort to reach more citizens to enhance traffic safety concerns.

Education for troop members shall include all members to be trained in A.R.I.D.E. program. As TTEP training becomes available, all members will be enrolled and paired with current members to enhance those skills.

SPECIFIC GOALS: During the initial planning phase of CY2013's PMP, troop staff will work with members in setting performance standards that assist in attaining troop goals. Troop staff shall monitor member's SSUM, SDAY, and activity summaries found on the Administration Tool to ensure proper increase levels and enforcement times are managed. Quantity and quality of contacts will be monitored during a members entire shift, on a periodic basis.

CY'13 Goals: Collisions reduction: Maintain or less than 432 collisions.
Fatality crashes: Maintain or less than 18 fatality collisions.
DUI enforcement increased by 20% from 154 to 185.
Seat belt enforcement increased by 10% from 1030 to 1133.
Speeding contacts increased by 5% from 13,038 to 13,690.

SAFE-T; 4yr STUDY
01-01-09 to 12-31-12:

East sector; Harper, Ellis, and Woodward Counties w/7 troopers.
1113 PD, 525 INJ, and 33 FATAL collisions for a total of 1671.

Panhandle east; Texas Co SH136/east & Beaver Co. w/5 troopers.
506 PD, 162 INJ, and 19 FATAL collisions for a total of 687.

Panhandle west; Texas Co SH136 /west & Cimarron Co w/5 troopers.
380 PD, 156 INJ, and 16 FATAL collisions for a total of 552.

Troop-I collision percentage rate is: State & Federal highway - 67%.
County roads - 33%.

CMV Collision rate change: 2009 to 2011 (ODOT statistics)

2009 - 76; 2010 - 99; 2011 - 110 = (+30.9 %)

CONCLUSION: Troop-I is spread out over very long distances. With limited manpower, coverage is sparse and response times are increased regarding this geography. When personnel are called away or on leave, the load on those members working the road increases. There are times when one trooper is covering three counties. This turns the troopers efforts into "reactive" instead of "proactive". Yet, our members have always rose to the occasion and this troop's staff will identify the existing problems and task our members to meet not only troop goals but ultimately our agencies goals. The bottom line is to maximize visibility and patrol time through vigilant monitoring and field participation of staff members.



Oklahoma Highway Patrol

Troop J

Strategic Goals for 2013-2014

Troop Breakdown:

Troop J is comprised of the 7 counties: Alfalfa, Blaine, Garfield, Grant, Kingfisher, Major and Woods Counties. The following is a breakdown of the sector arrangement for work, scheduling and call out assignments:

Sector A: Garfield and Grant Counties

Sector B: Alfalfa, Major and Woods Counties

Sector C: Blaine and Kingfisher Counties

Recent background of Troop:

Due to a large scale crisis that occurred during the time period of 2011, the Troop is still exhibiting several issues pertaining to the negative effects of the crisis. Positive leadership from entire staff (Lieutenants are doing a great job) has moved the morale from stagnant to positive and will continue to be a battle for another small time period. Great things are happening. The staff gathered together in June 2012 to evaluate the current status of Troop J. Thus pushing out to the field the need to increase the enforcement action that was being taken in the field. Was well received by the Troopers and responded in kind. Enforcement has been going up.

Current Personnel Status:

The Troop Commander has just completed a lengthy process of meeting with each Trooper and their respective supervisor over the last 2 ½ months to evaluate and/or communicate the following: each Troopers input, Supervisor's goals, Troop Commander's philosophy and vision for Troop J. This has been extremely productive. The meetings have allowed both sides of the "work fence" to better understand, have specific communication, and provide and/or rebuild trust that has been lost with the Troop by the staff position(s).

Current Troop Status*:

Collisions are up approximately 16.5% in 1yr

Collisions are up approximately 46.3% in 4yrs

Fatality Collisions are up approximately 8.0% in 1 yr

Fatality Collisions are up approximately 58.8 in 4yrs

CMV Collisions are up approximately 66.0% in 1yr

CMV Collisions are up approximately 238.6% in 4yrs

CMV Fatality Collisions are up approximately 180% in 1yr

CMV Fatality Collisions are up approximately 180% in 4yrs (was the same in 2009 as 2011)

DUI Enforcement has decreased 11.80 %

DUI related collisions have increased 71.4%

Seatbelt enforcement is down approximately 2.00%

Average number of daily miles driven (DVMT)2011 comparison to 2009**

Troop J has increased 12.7%

Alfalfa County has increased 64.1%***

State of Oklahoma has increased 1.8%

Annual Average Daily Traffic Count (AADT) 2011 comparison to 2009****

Alfalfa County has increased 207.1%

Blaine County has increased 71.25%

Troop J has increased 66.05%

REDUCE COLLISIONS: The goal of Troop J will be to just stabilize the increase of collisions given the increase in miles driven and the enormous amount of traffic increase (based on ODOT statistics).

Enforcement:

Corridors have been established in each sector based on the ODOT Safe-T web based collision analysis along with input from both Troopers and staff to help focus resources and enforcement action in specific areas. There are three specific corridors in each sector that the Troopers will be encouraged to spend specific time of enforcing accident causation related offenses. Troopers will be given specific information related to their specific sectors to help assist in this process. CMV enforcement will also be a strong importance of the next two years.

Education:

Tips for Troopers will be utilized to aid in the reduction of collisions. Due to the vastly increasing CMV traffic and collisions, Troop J has produced and is currently proactive in teaching a safety program specifically tailored to the CMV drivers to help in reducing collisions.

Engineering:

Troop J will be working toward communicating with the Railroad on the railroad crossing on US 412 east of Enid that has been causing several severe and fatal collisions as well as assessing other potential engineering issues pertaining to traffic safety.

REDUCE FATALITIES: The goal of Troop J will be to just stabilize the increase of fatalities given the increase in miles driven and the enormous amount of traffic increase (based on ODOT statistics).

Enforcement:

In addition to the Corridors listed above, strong enforcement action will be taken in the area of Seatbelts to help ensure fatalities are reduced. CMV enforcement will be of importance in this area as well.

Education:

CMV enforcement and driver education

Engineering:

See Above: Engineering in REDUCE COLLISIONS

DUI / DWI Enforcement:

Troop J will increase their DUI enforcement by 40% by 2014

Seatbelt Enforcement:

Troop J will increase their Seatbelt enforcement by 40% by 2014

CMV Enforcement:

Troop J will continue to work with Troop S and have special emphasis in the northern portion of the Troop to assist in

Enforcement - Data Driven Enforcement: (See attachments)

- ✓ 4 yr Comparison Collision handout based on Safe-T Collision Analysis
- ✓ Corridor Sheet attachment based on Safe-T Collision Sliding Scale Analysis

- ✓ DUI / Seatbelt attachment to show 40% increase will take Troop J back to comparable number in 2010 (prior to crisis) based on DPS Database SDAY Information

Education:

- ✓ Ensure all Troop J Troopers are trained in ARIDE (Advanced Roadside Impaired Driver Enforcement)
- ✓ Work in partnership with Oklahoma Highway Safety Office and ODOT to educate Troopers in the field to promote the strategic goals.
- ✓ All field Troopers trained in CMV enforcement by 2014.

Engineering:

Working in partnership with ODOT to assist in reducing collisions and fatalities.

Tactical Goals:

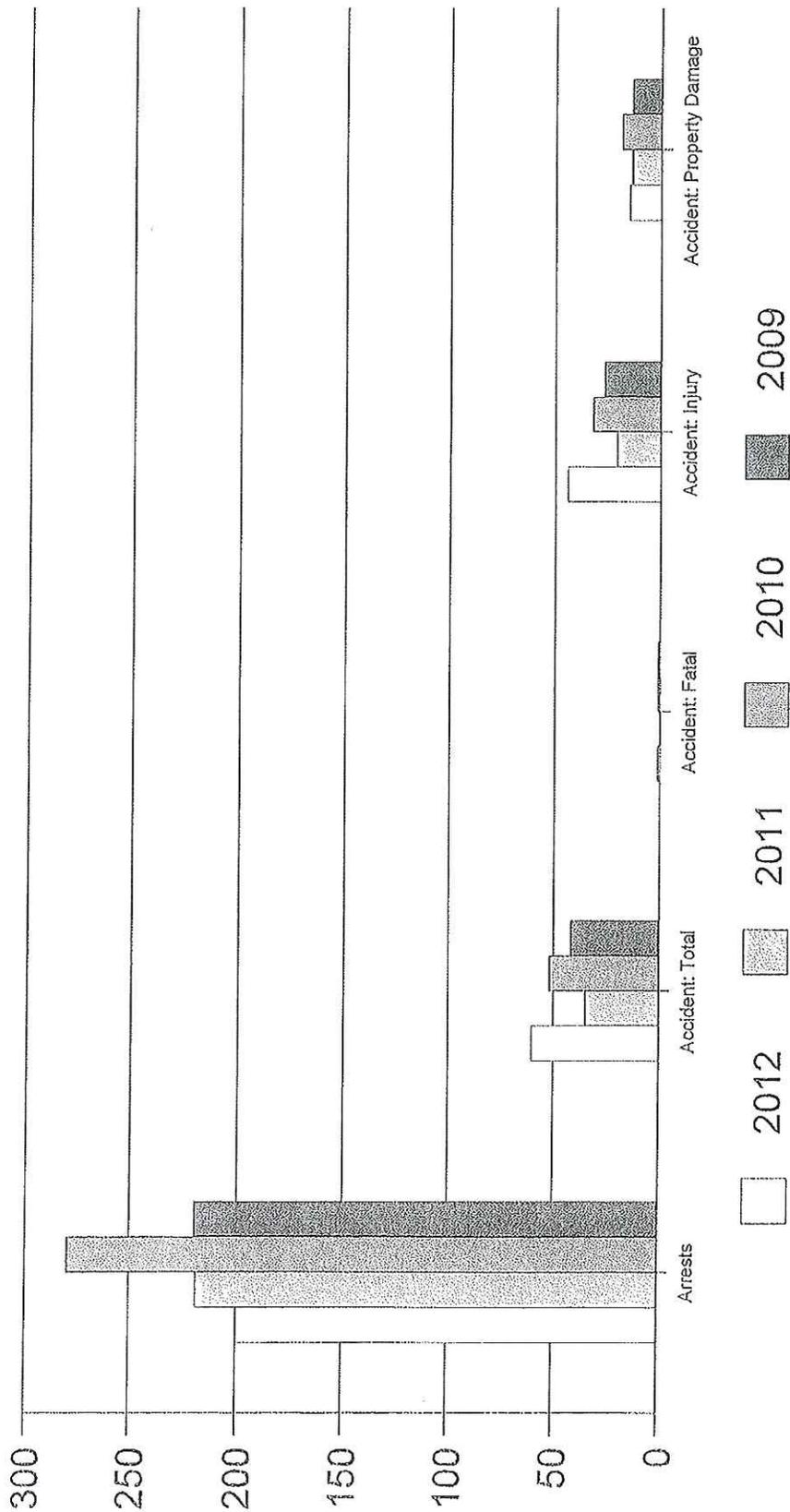
- ✓ Troop J Lieutenants and Captain will express positive, harmonious leadership skills to ensure Troop J Troopers will be continually working toward the Strategic Goals for 2013 - 2014.
- ✓ Specific Tactical parameters, to include an end of month summary, are in place to ensure that the Lieutenants are placing themselves in position to audit, assess, encourage and lead their respective Troopers.
- ✓ Continuous feedback via good communication between the staff and field Troopers to ensure understanding of the goals and current status relationally with those goals will be performed. (ie: quarterly SSUM / SDAY / Statewide status reports, bi-annual sector mtgs, current ranking within the troop on goals and vision of the Troop)
- ✓ PMP - Troop J staff will attach parameters to the PMP as goals to assist in enforcement and education areas in all of the Strategic Goals.

- * Statistical Information derived from DPS Database and Safe-T
- ** Information received from ODOT Planning and Research Division / Milage counters
- *** Troop J has had large commercial oilfield increase in productivity of the northern counties (Woods, Alfalfa and Grant) as well as Blaine County
- **** ODOT Annual Average Daily Traffic Count, ten random selected SH or US highway points taken per county



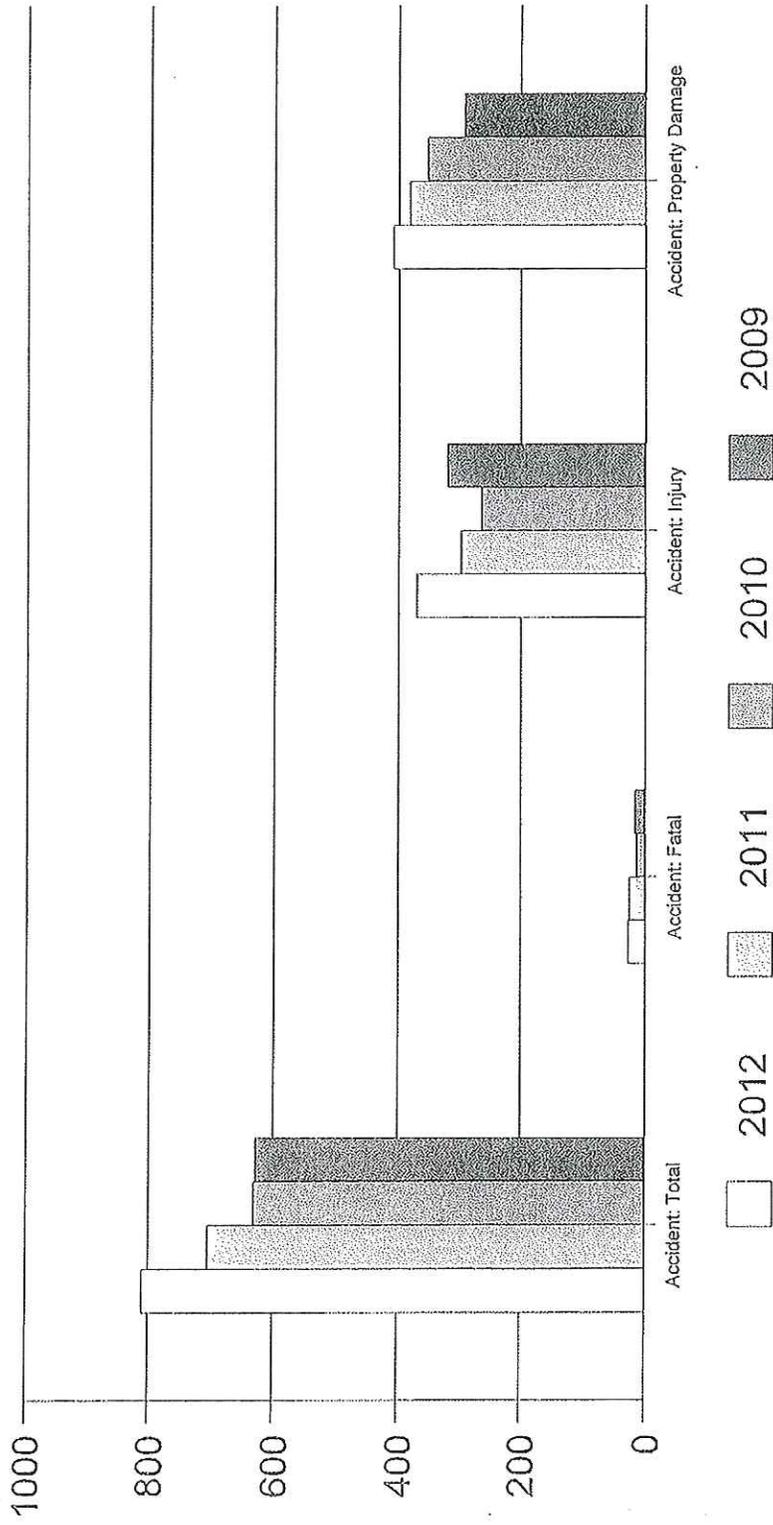
Capt Brad Shepherd #25
Commander, Troop J, Enid

Troop J DUI Enforcement / DUI Related Accidents

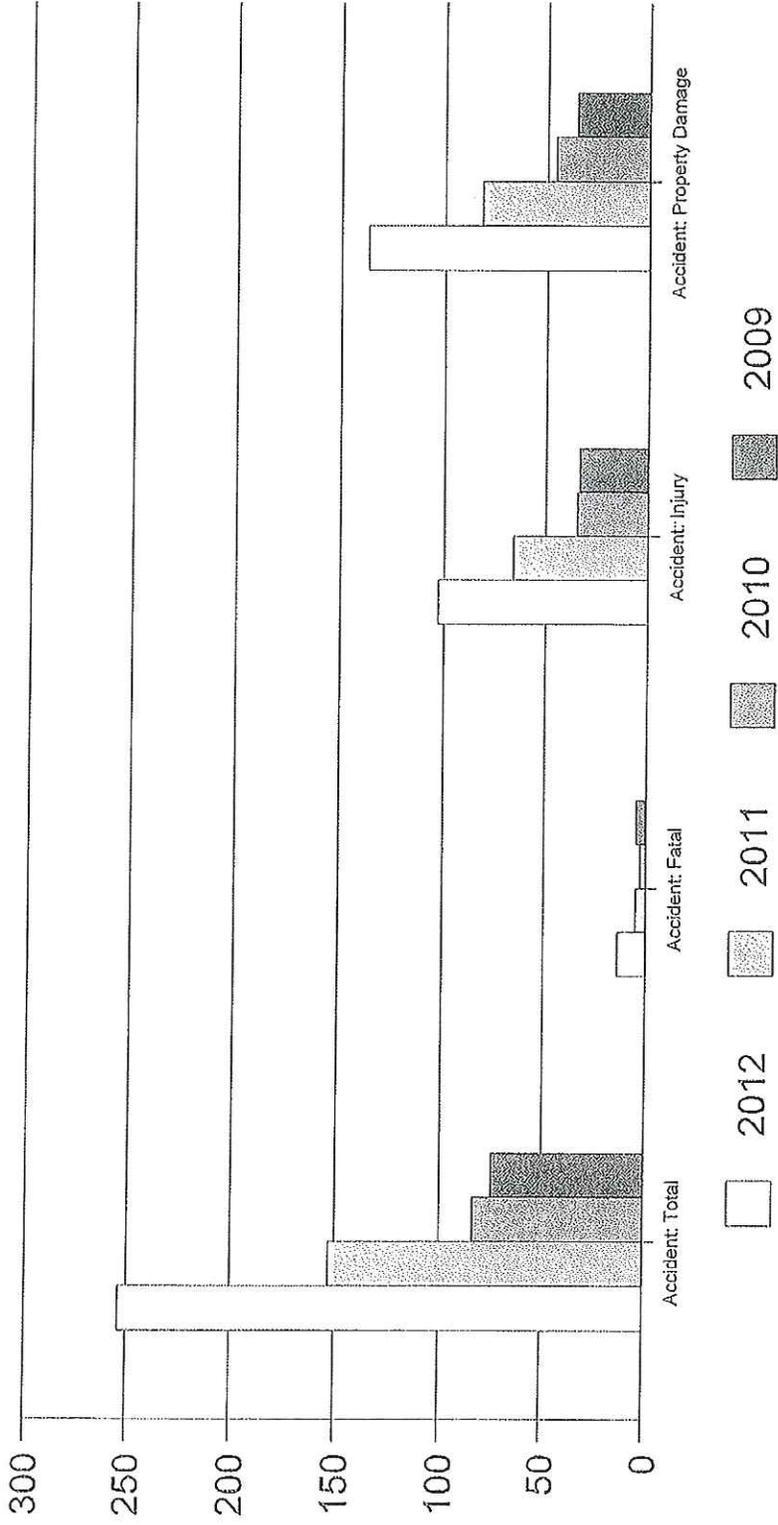


Troop J

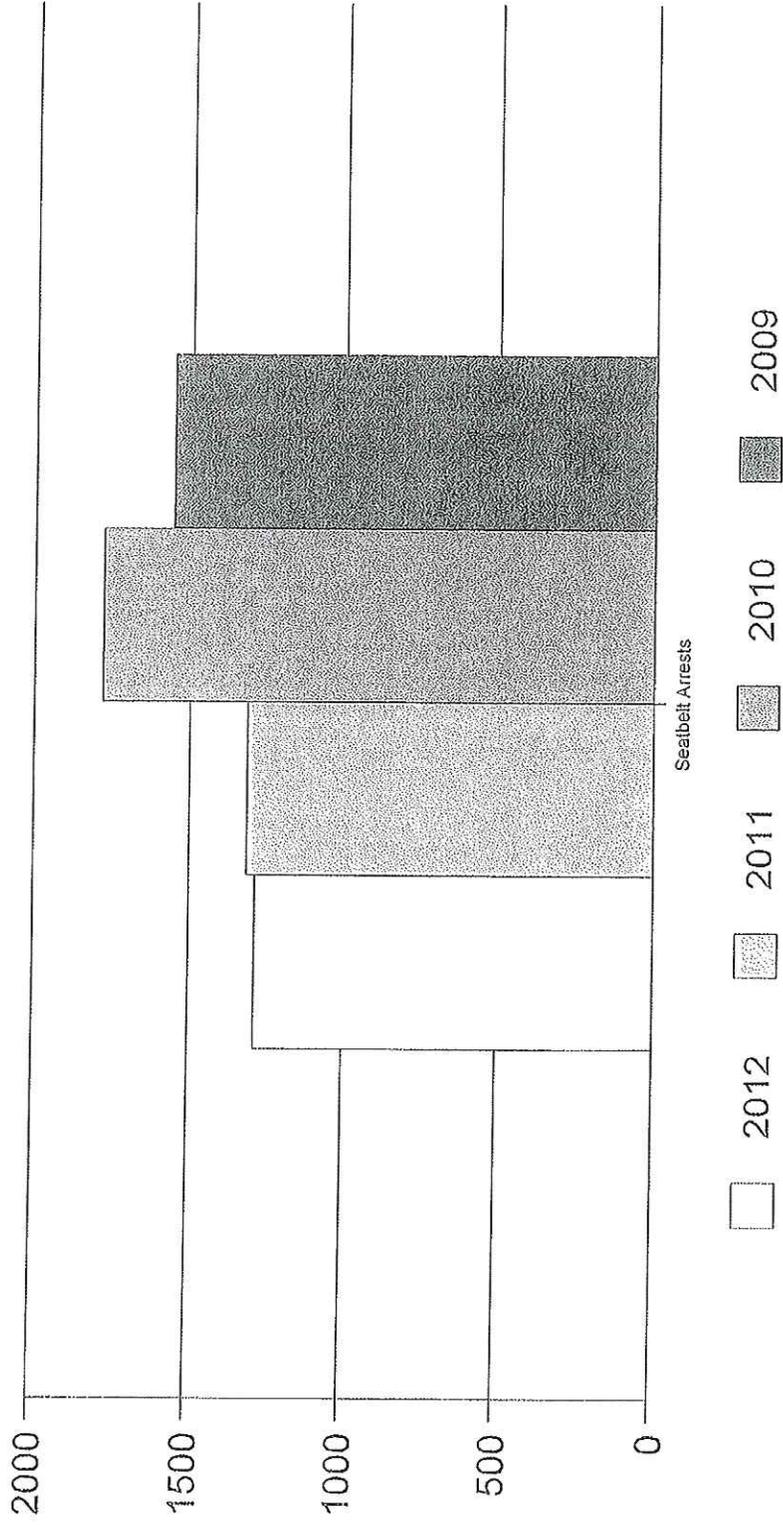
4 Yr Total Accident Comparison



Troop J
4 Yr CMV Comparison



Troop J
4 yr Seatbelt Comparison



DEPARTMENT OF PUBLIC SAFETY
Troop K - Perry

TO Major Russell Maples #11
FROM Captain Stephen Royster #48
SUBJECT Goal Plan

DATE: February 1, 2013

All troopers have been advised of the Troops goals for 2013.

To achieve the goals set for Troop K, the following plan has been implement.

Collision reduction effort:

Safe T crash analysis has been ran for each county in Troop K. This data has been discussed with both Lieutenants in Troop K. Each trooper has been provided with the data for each county in the sector he is assigned to. The data's focus is on the time and location of collisions and secondly the causation of collisions in those area. So each sector has one or more accident corridors to be focused on.

As manpower allows, the start time for day shifts has been moved from 0800 hours to 0600 hours to adjust for collision reduction in the Payne County sector. Troopers in all sectors are instructed to try and take their lunch break between 1100 hours and 1145 hours on day shifts to allow them to be working between 1200 hours and 1300 hours. Data indicates the lunch hour as a higher collision time in the troop. Troopers are instructed to spend the majority of their patrol time in the given collision corridors.

Currently there are no major construction zones underway in Troop K. However, when they do occur, the troopers in that sector will be advised of that information and instructed to spend time in those areas as well.

DUI enforcement:

Each trooper has goals established for their individual effort to increase DUI enforcement. When manpower allows, scheduled evening shifts on Friday and Saturday nights have been moved to mini hoots, which is 1900 hours to 0300 hours. The high DUI counties in Troop K are Payne, Osage, and Kay counties. Pawnee and Osage county is one sector, therefore the troopers assigned to Pawnee county are to focus their DUI enforcement in the Osage County portion of their sector. Likewise, the Kay and Noble county sector is to focus their effort in Kay county.

All federal DUI shifts will only be worked in Payne, Osage, and Kay counties.

Special emphasis will be planned for known events in the Troop. As manpower allows, saturation patrols will be utilized in the high DUI counties.

Seatbelt enforcement:

Each trooper has goals established for their individual effort to increase seatbelt enforcement. This is just a matter of each trooper making it a priority of focusing on seatbelt enforcement while working daylight hours.

All data and troopers activity will be monitored on a quarterly basis. Adjustments to corridors and individual troopers shifts will be adjusted as deemed necessary.

Feedback is encouraged and expected from Lieutenants and Troopers as to methods and ideas to maximize our effort in attaining the Troops goals.

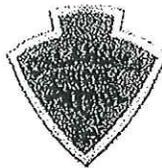
Respectfully,

Captain Stephen Royster #48



Oklahoma Highway Patrol

Troop K



Perry

Troop K

2013 Goals and Objectives

DEPARTMENT OF PUBLIC SAFETY
Troop K - Perry

TO Major Russell Maples #11
FROM Captain Stephen Royster #48
SUBJECT Troop K Goals & Objectives for CY 2013

DATE: January 7, 2013

Troop K's goal is to assist the Oklahoma Highway Patrol in its effort to reduce collisions and fatalities throughout the state, plus increase the DUI and seatbelt enforcement within the Troop K.

Troop K's objectives for calender year 2013 are:

Increase the total number of seatbelt arrests to 2200. This is approximately a 9% increase in seatbelt enforcement. To achieve this goal, some troopers will have to increase their seatbelt enforcement program while others will need to maintain what they have historically produced.

Increase the number of DUI arrest to 230. This is approximately an 6.5% increase in DUI enforcement. The OHSO statistics show Osage, Payne, & Kay Counties as having the most alcohol related crashes of the five counties in Troop K. 34% of the DUI arrest from Troop were in Osage County, 27% were from Payne County, and 20% were from Kay County. The emphasis will be placed on these three counties. The majority of federal DUI money will be utilized in these three counties in Troop K in 2013.

Troop K had 32 fatal collisions in 2012 which resulted in 35 fatalities. Troop K had 1147 collisions reported through the CAD system in 2012. The goal is to not increase those numbers, but push to maintain them and not see an increase. The data projected from OHSO indicates a trend for collisions and fatalities to increase in Troop K. Times and locations of crashes have been identified utilizing ODOT's Safe-T website. These will be the target locations for each county to reduce collisions.

These projections were based on utilizing the data from the SDAY and SSUM programs from the DPS mainframe, OHSO, and Safe-T.

Respectfully,

CPT Stephen Royster #48
Captain Stephen Royster

Troop M STRATEGIC GOALS FOR CY 2013

**REDUCE COLLISIONS
REDUCE FATALITIES
INCREASE DUI/DWI ENFORCEMENT
INCREASE SEAT BELT ENFORCEMENT
INCREASE CMV ENFORCEMENT**

- 1. Reduce the total number of chargeable collisions
in the Troop By 5%**
- 2. Prevent any Increase in Fatal Collisions
during CY '13**
- 3. Increase Impaired Driver Enforcement by 5%**
- 4. Increase Seatbelt Enforcement by 25%**
- 5. Provide necessary Training and Information to
Troop M Members to enable them to begin a
more active CMV Enforcement program.**

Troop M Implementation Plans

Collision Reduction:

In an Effort to reduce the number of chargeable collisions in the Troop, Trooper schedules will be altered to increase active patrol time in the locations at the times that the most current data reveals are the most likely to have an accident occur. Troop M Troopers will maintain a 'High Visibility' presence in those areas identified as accident corridors and act as conspicuous deterrent to aggressive, careless, or inattentive drivers.

Impaired Enforcement:

In an effort to Increase the number of Impaired drivers contacted the Trooper schedules will be altered to increase active patrol time in the locations at the times that the most current data indicates an impaired driver might be contacted. Members will be assigned to DUI saturation patrols during those times, in the areas, and during special events and holidays within the troop that have been identified as having a high potential for the presence of an impaired driver.

All Troop M Troopers will be trained in ARIDE and on PBP use and encouraged to utilize that training and those tools to assist them.

Causation Enforcement:

Troop M will be re-structured into Two Zones for more effective scheduling of Troop M Troopers work days, times, and patrol areas. Operational patrol time will be altered to increase active traffic patrol time in the locations at the times that the most current data reveals are the most likely to have an accident occur. Troop M will utilize Patrol Aircraft at every opportunity to target the drivers exceeding the posted speed limit etc. Members will also use un-marked units to locate and identify the aggressive/reckless driver. Troop M troopers will be directed to be cognizant of the most prevalent

causation factors for accidents in their respective areas and be hyper vigilant in the location, observation and enforcement action of those violations.

Seatbelt Enforcement:

Troop M will highly encourage all troopers to aggressively enforce the driver/passenger restraint system usage by increasing overall restraint enforcement by 25% on an individual basis. Troop M Troopers will be scheduled to participate in 'Seatbelt Special Emphasis' and Vehicle Check points, as well as utilize un-marked units as 'spotter' vehicles for more effective enforcement.

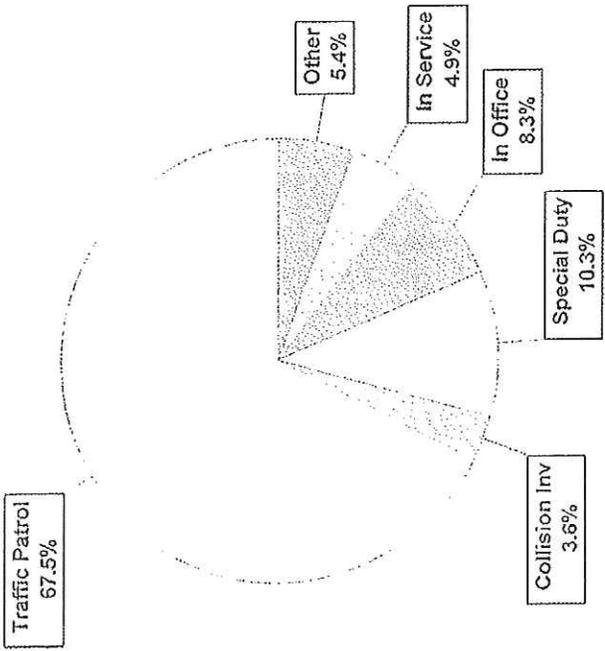
Safety Education:

Troop M Members will continue to write and publish "Tips From a Trooper" articles in the local newspapers monthly. All members will do Safety programs for the public at every opportunity and specifically during the spring during High School Graduation and "Prom" time. Troop M Troopers will constantly 'Sell Safety' to the general public on a daily basis by their example, actively encouraging compliance and safety, and continued active involvement in the community.

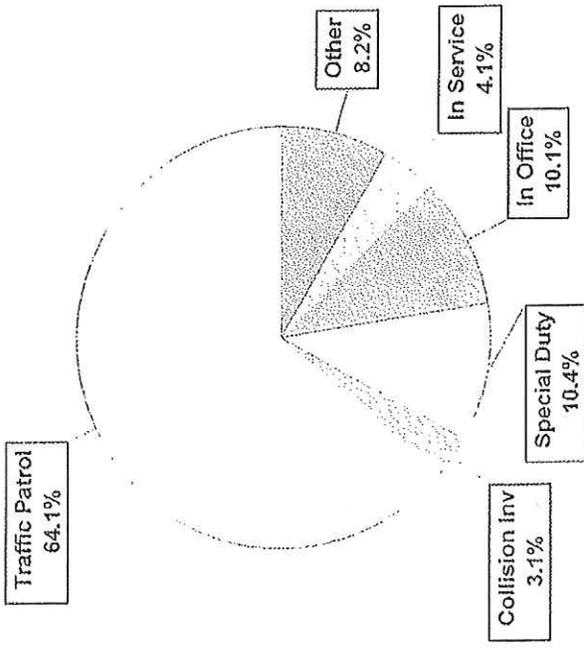
CMV Enforcement:

Troop M Staff will communicate and coordinate with Troop S and the Training Division to obtain CMVSA certification, to the C-TEP or T-TEP level, for Troop M members as soon as possible. Those two Troop M troopers already in the C-TEP program will be encouraged to actively contact commercial motor vehicles at every opportunity.

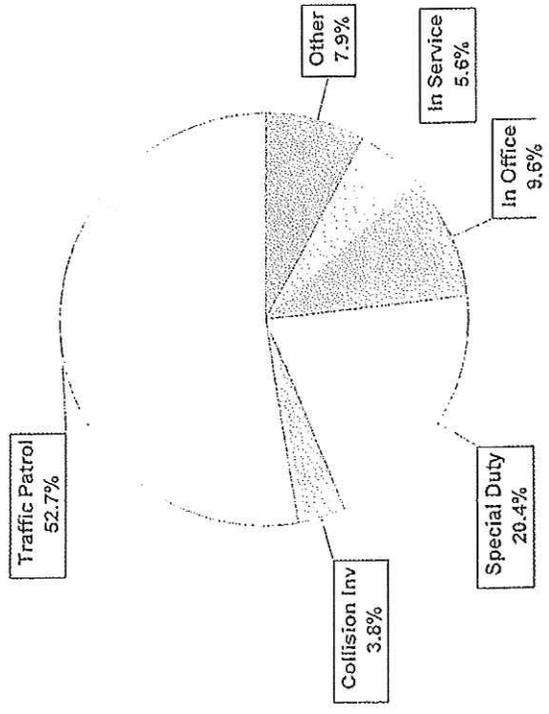
2010



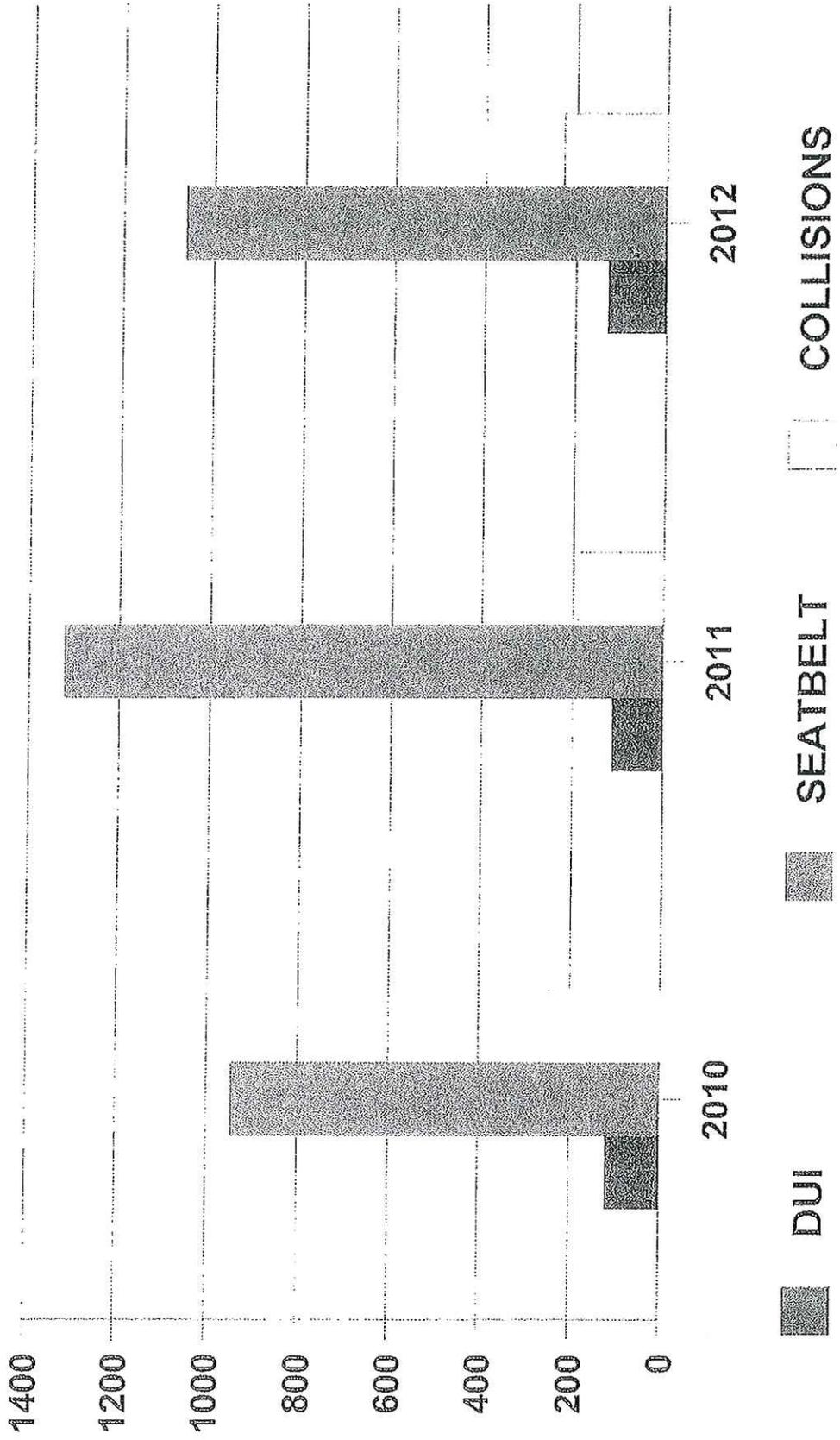
2011



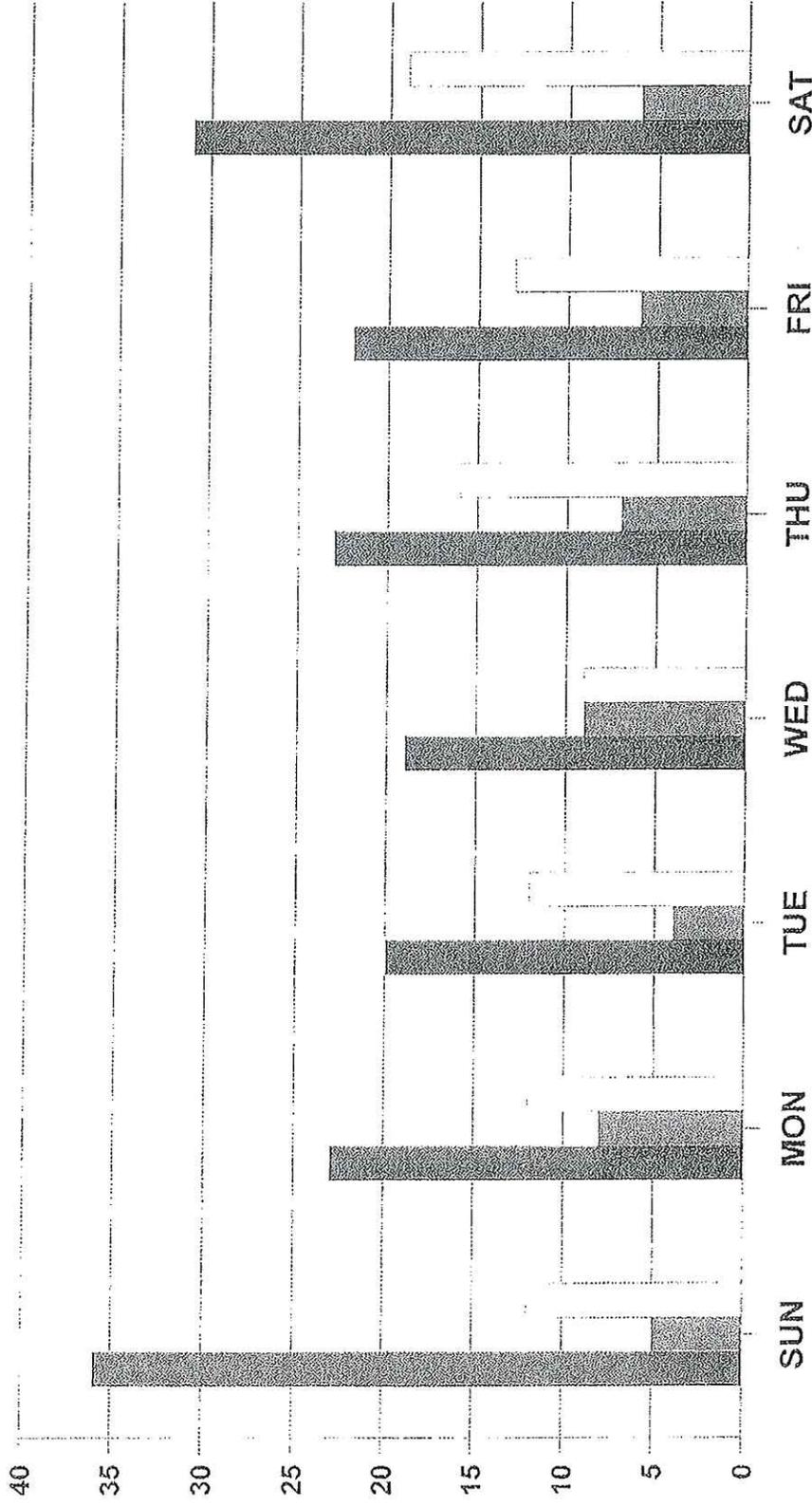
2012



TROOP M TRENDS

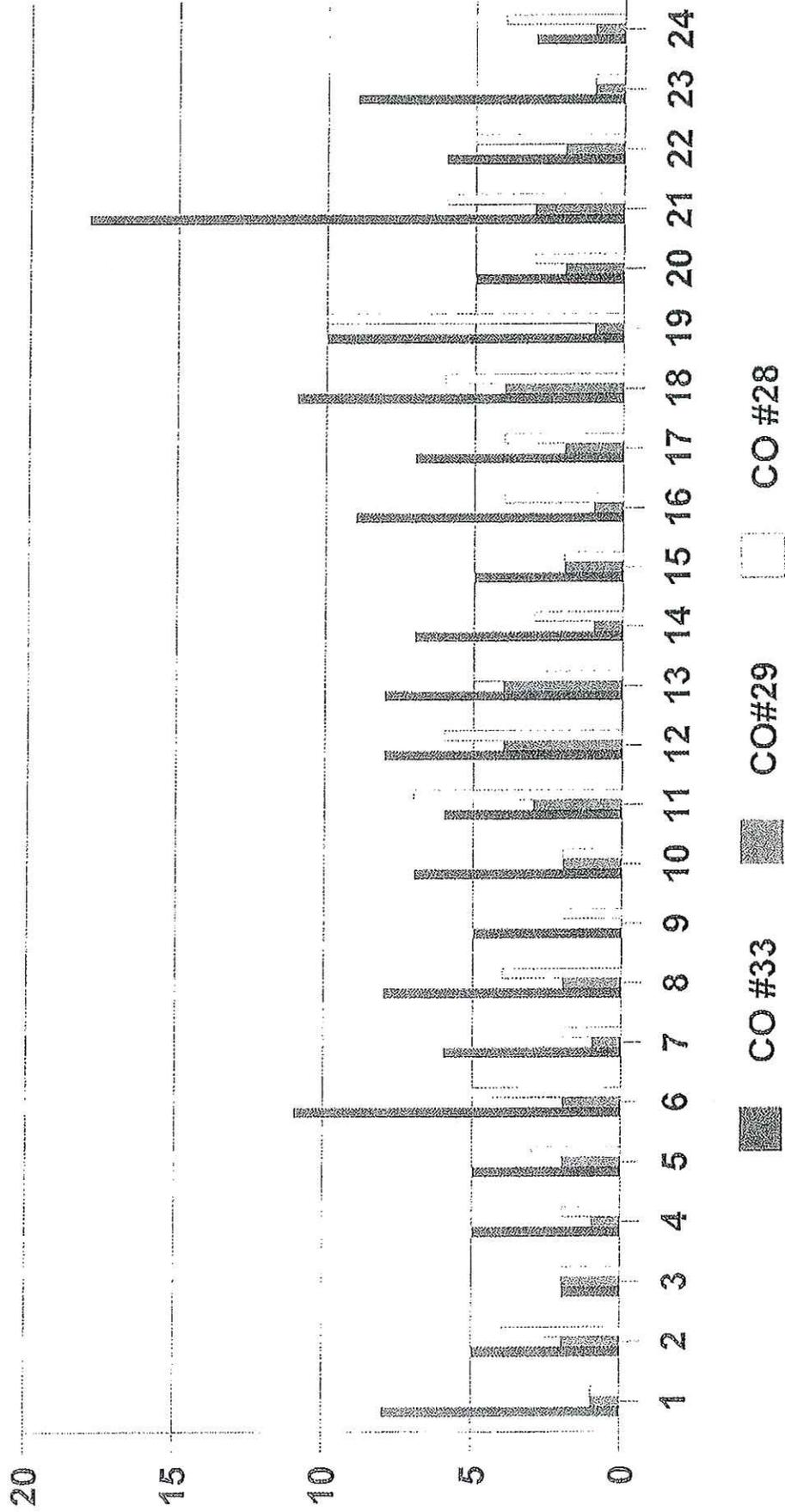


TROOP M ACCIDENTS - DAY OF THE WEEK WESTERN ZONE (HIGHWAYS)



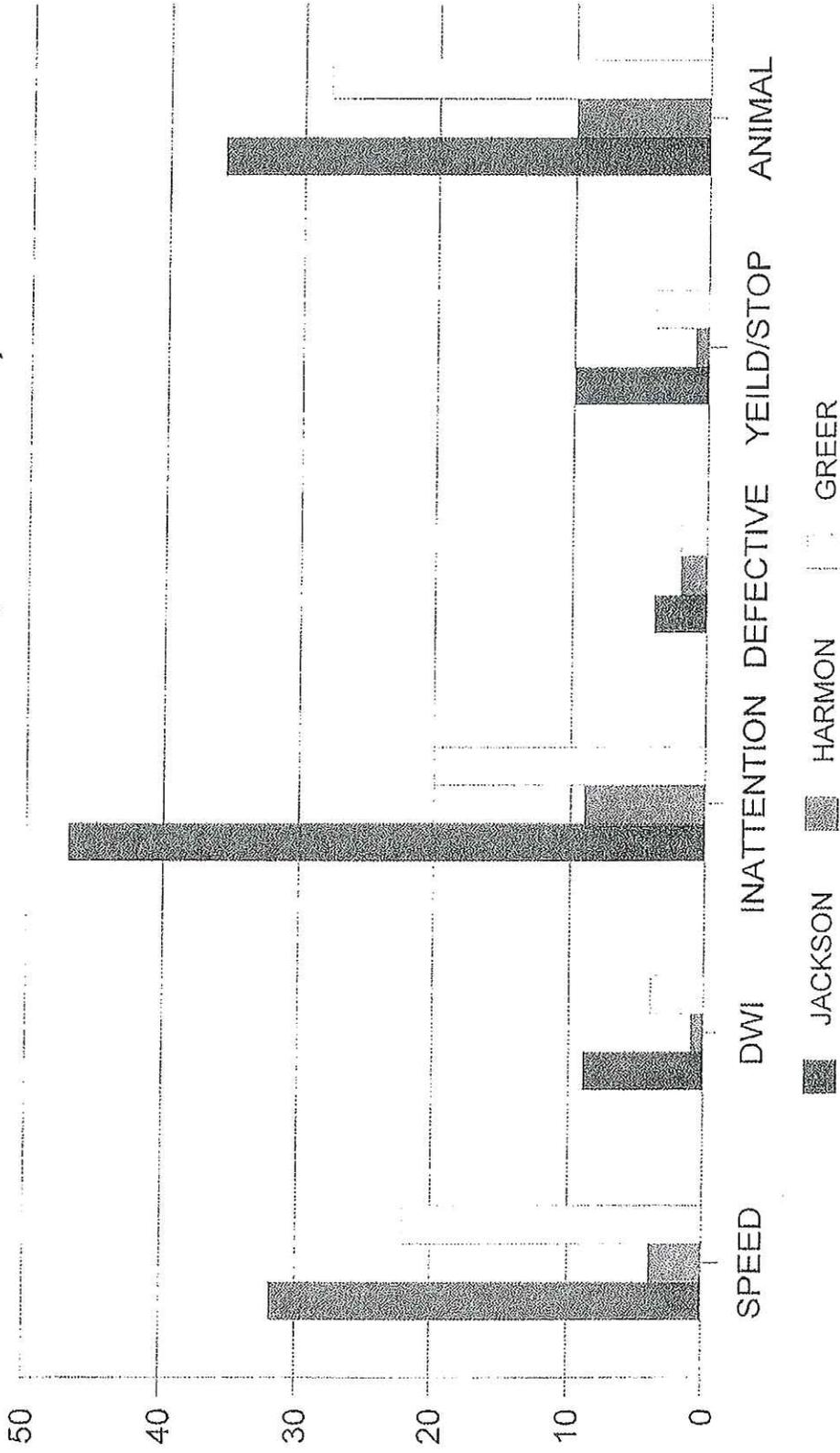
JACKSON	36	23	20	19	23	22	31
HARMON	5	8	4	9	7	6	6
GREER	12	12	12	9	16	13	19

TROOP M ACCIDENTS - TIME OF DAY WESTERN ZONE (HIGHWAYS)



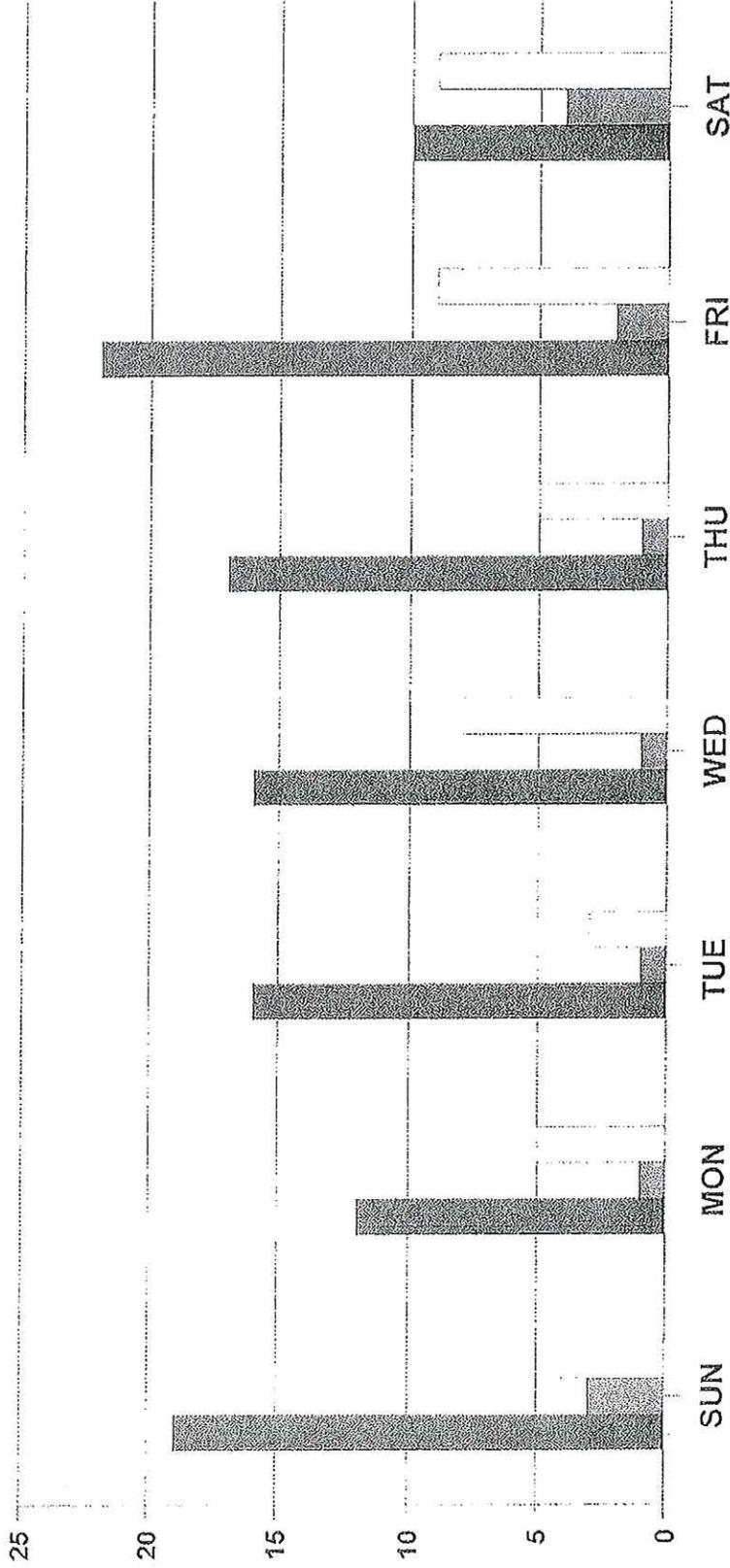
CO #33	8	5	2	5	5	11	6	8	8	6	8	8	7	5	9	7	11	10	5	18	6	9	3	
CO#29	1	2	2	1	2	2	1	2	0	2	3	4	4	1	2	1	2	4	1	2	3	2	1	1
CO #28	1	4	2	2	3	5	2	4	2	2	7	6	5	3	2	4	4	6	10	3	6	5	1	4

TROOP M ACCIDENTS - CAUSATION WESTERN ZONE (HIGHWAYS)



JACKSON	32	9	47	4	10	36
HARMON	4	1	9	2	1	10
GREER	22	4	20	2	4	28

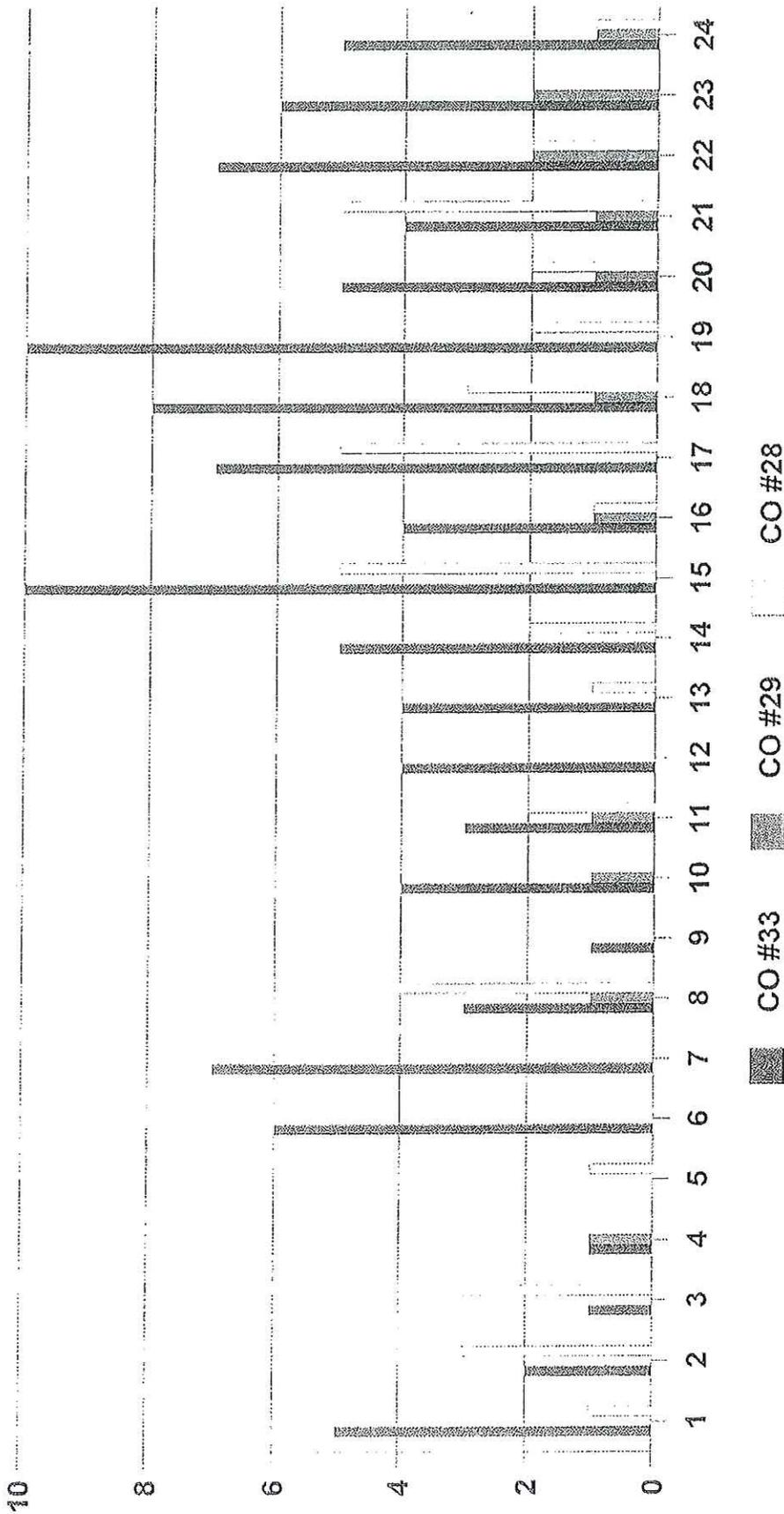
TROOP M ACCIDENTS - DAY OF THE WEEK WESTERN ZONE (COUNTY ROADS)



JACKSON
 HARMON
 GREER

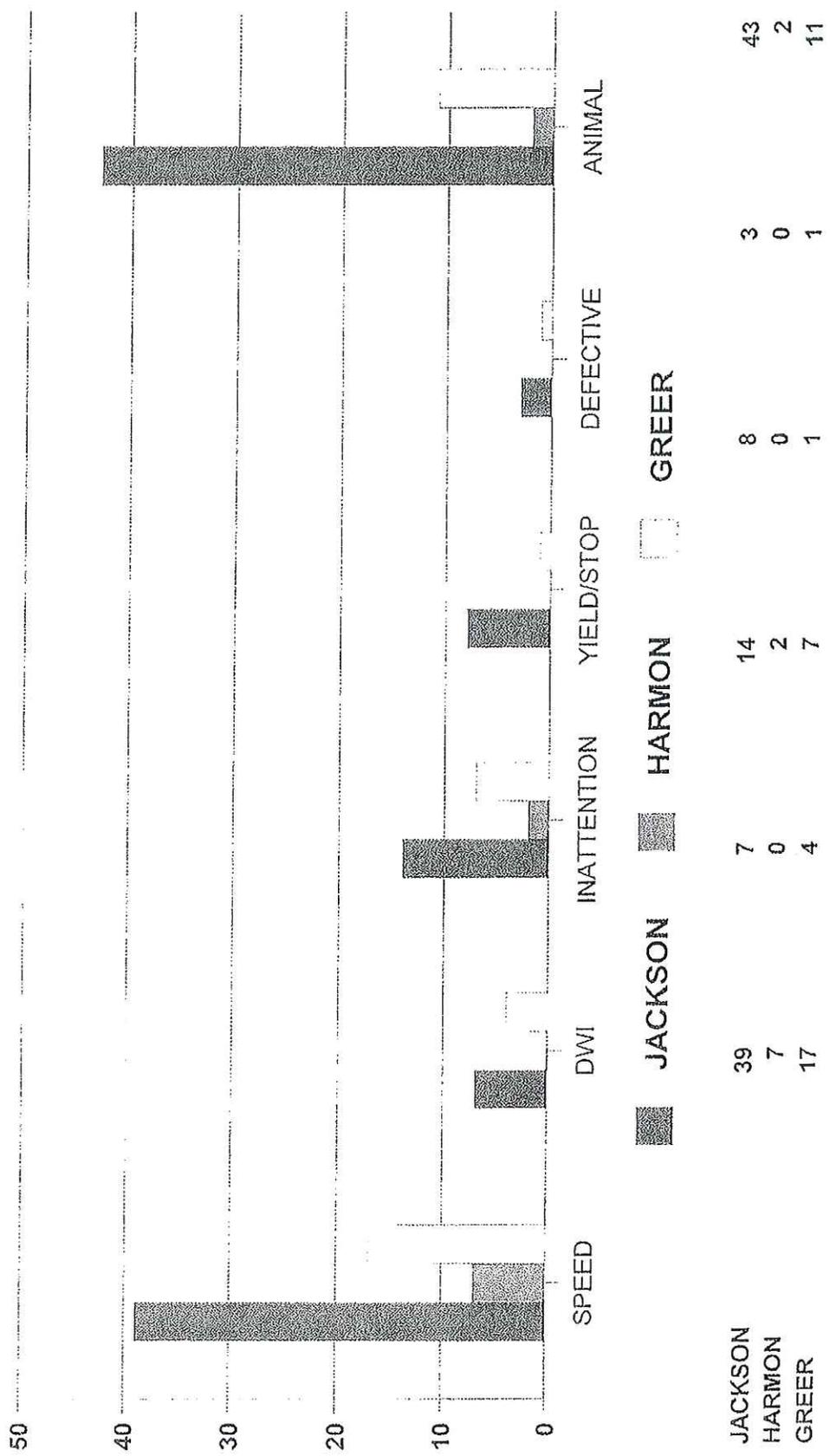
JACKSON	19	12	16	17	22	10
HARMON	3	1	1	1	2	4
GREER	4	5	3	5	9	9

TROOP M ACCIDENTS - TIME OF DAY WESTERN ZONE (COUNTY ROADS)

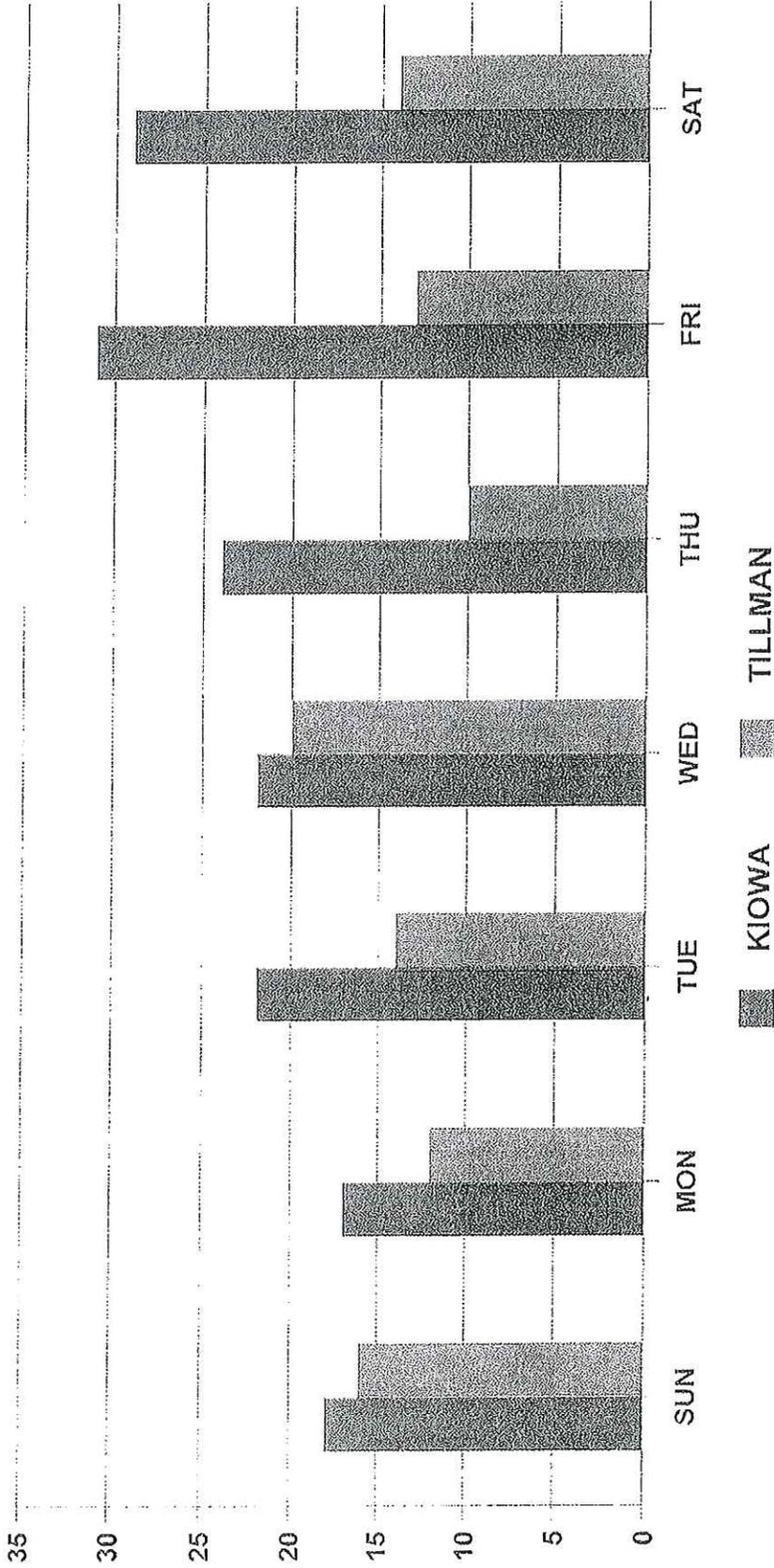


CO #33	5	2	1	1	0	0	6	7	3	1	4	3	4	4	5	10	4	7	8	10	5	4	7	6	5	
CO #29	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	1	0	1	0	1	1	1	2	2	1
CO #28	1	3	3	0	1	0	0	4	0	0	2	0	1	2	5	1	5	3	2	2	2	5	2	2	0	1

TROOP M ACCIDENTS - CAUSATION WESTERN ZONE (COUNTY ROADS)



TROOP M ACCIDENTS - DAY OF THE WEEK EASTERN ZONE (HIGHWAYS)



KIOWA
TILLMAN

18
16

17
12

22
14

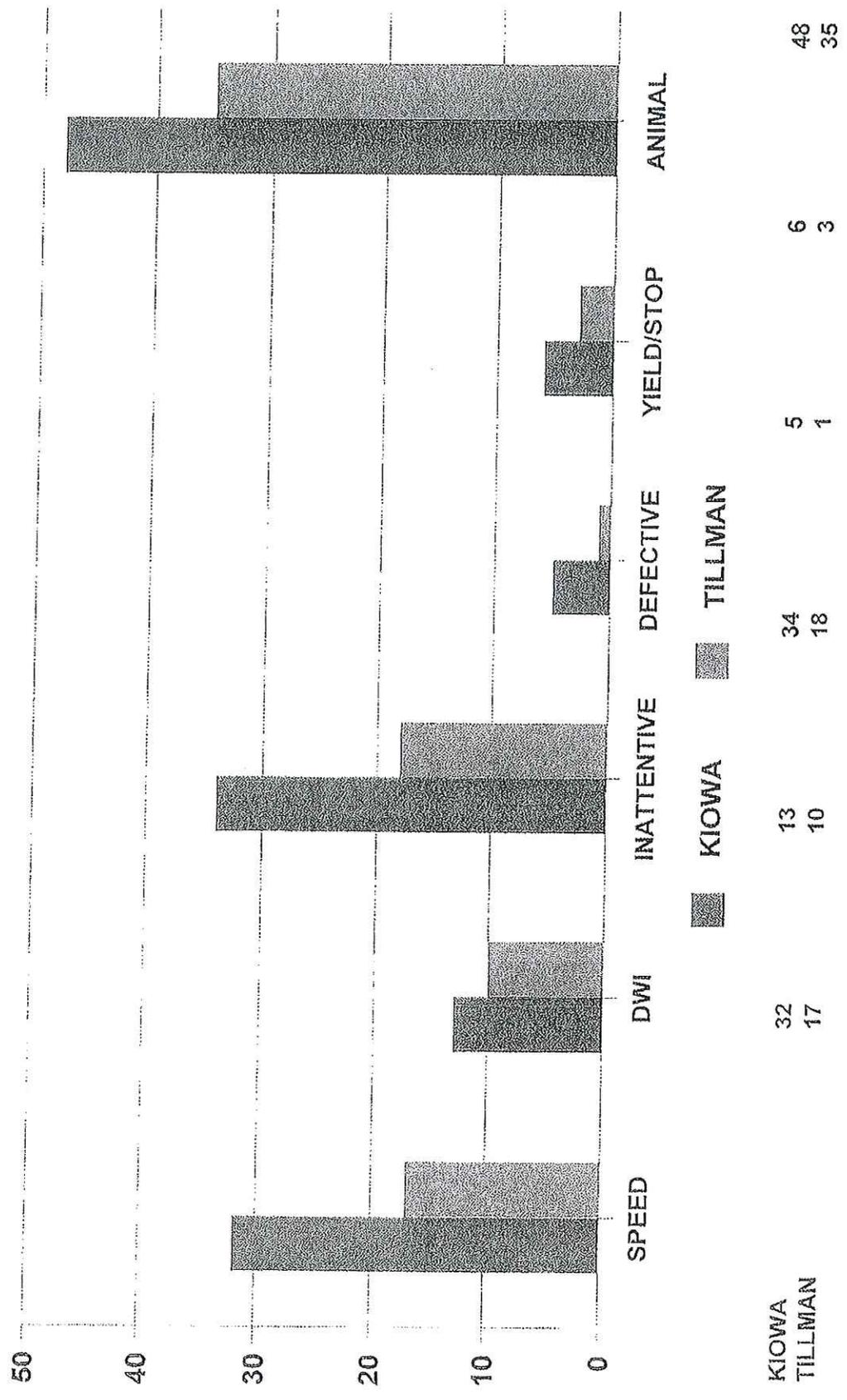
22
20

24
10

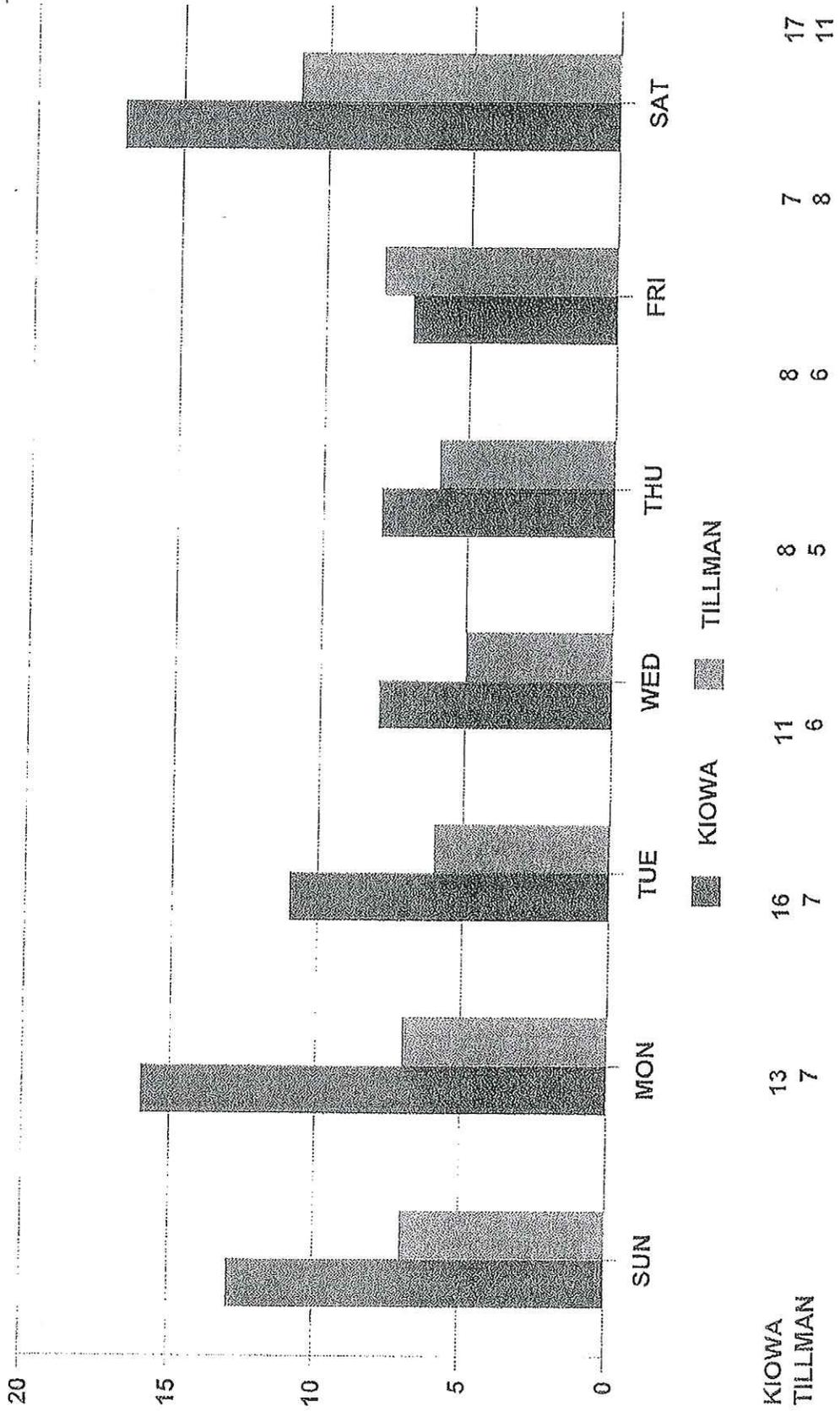
31
13

29
14

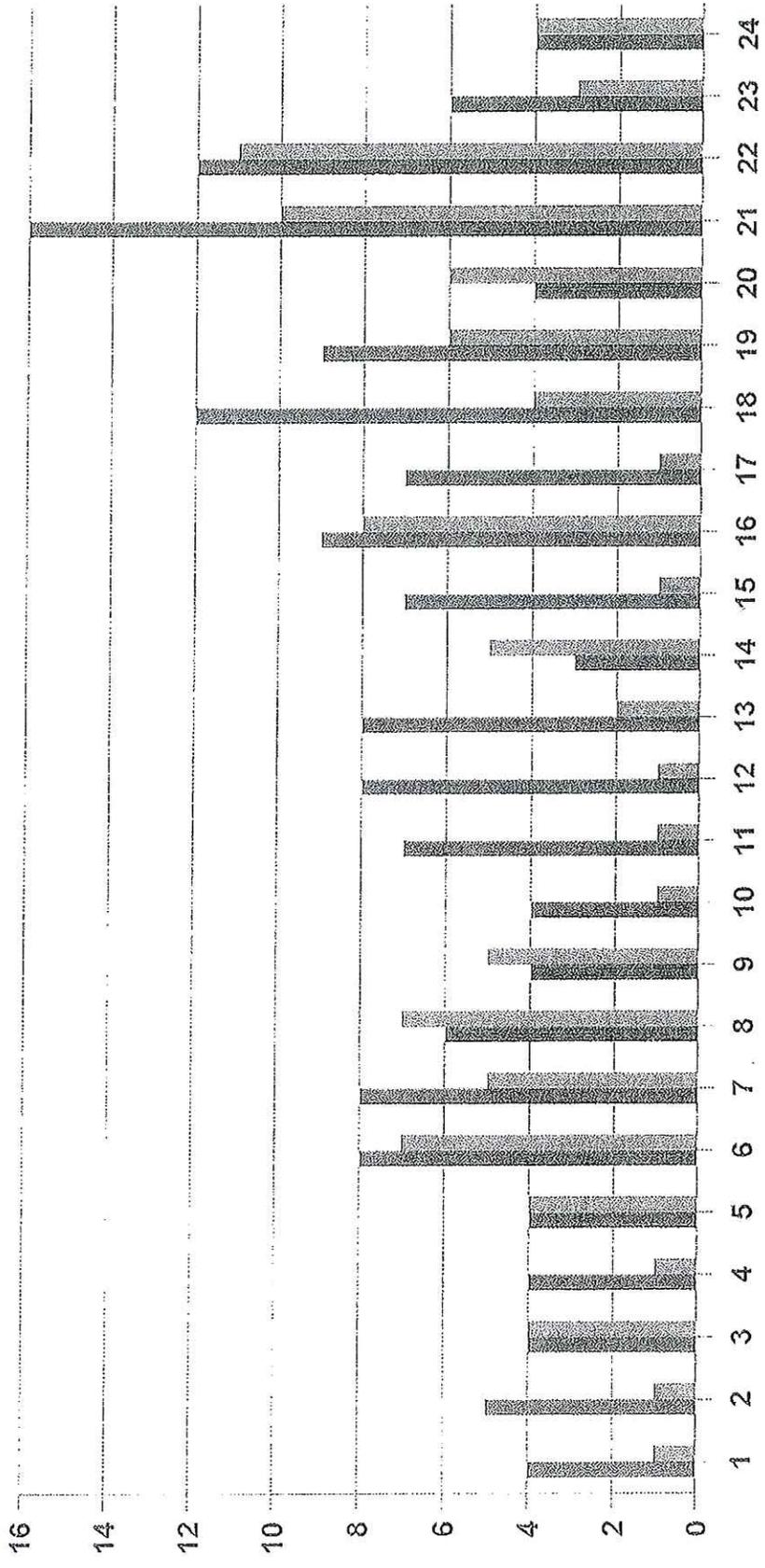
TROOP M ACCIDENTS - CAUSATION EASTERN ZONE (HIGHWAYS)



TROOP M ACCIDENTS - DAY OF THE WEEK EASTERN ZONE (COUNTY ROADS)



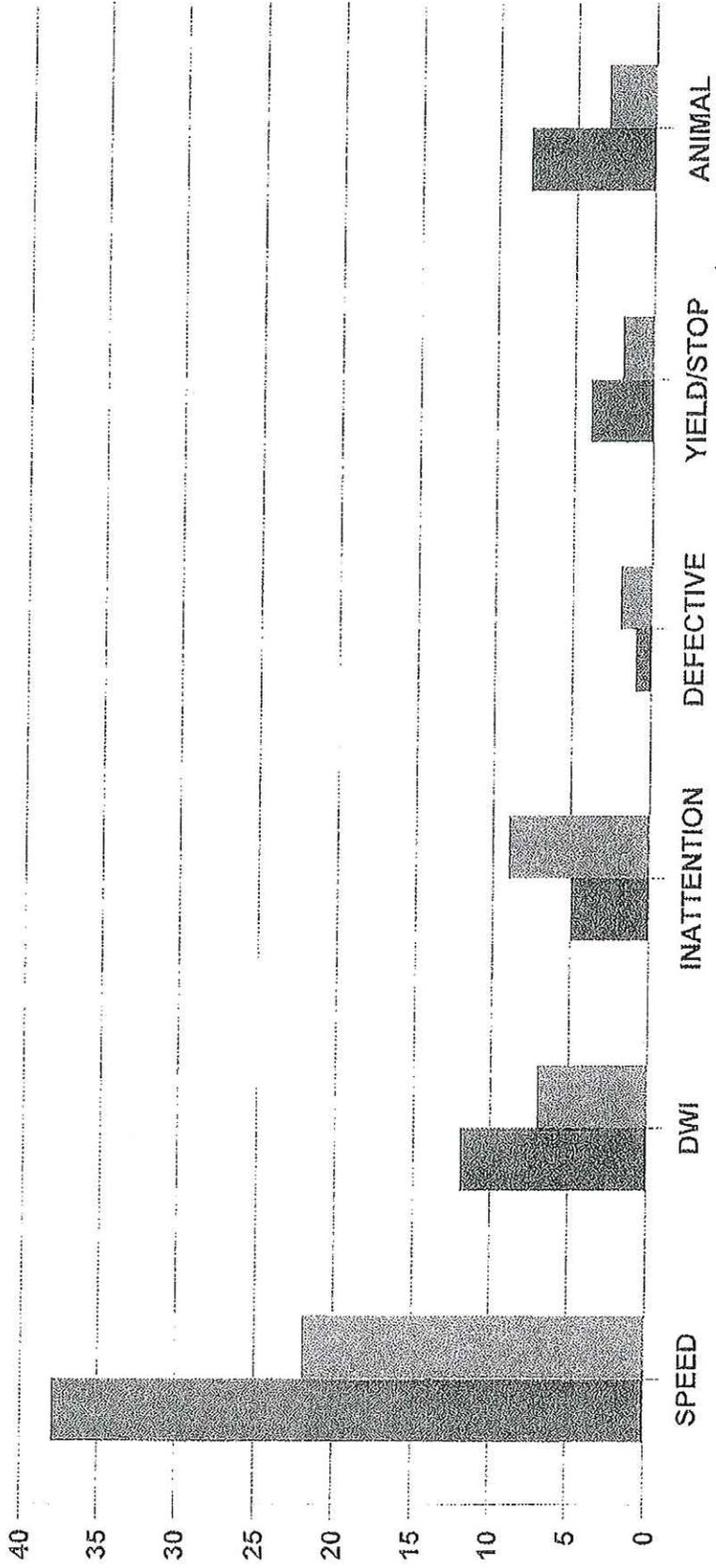
TROOP M ACCIDENTS - TIME OF DAY EASTERN ZONE (COUNTY ROADS)



■ CO #38 ■ CO #71

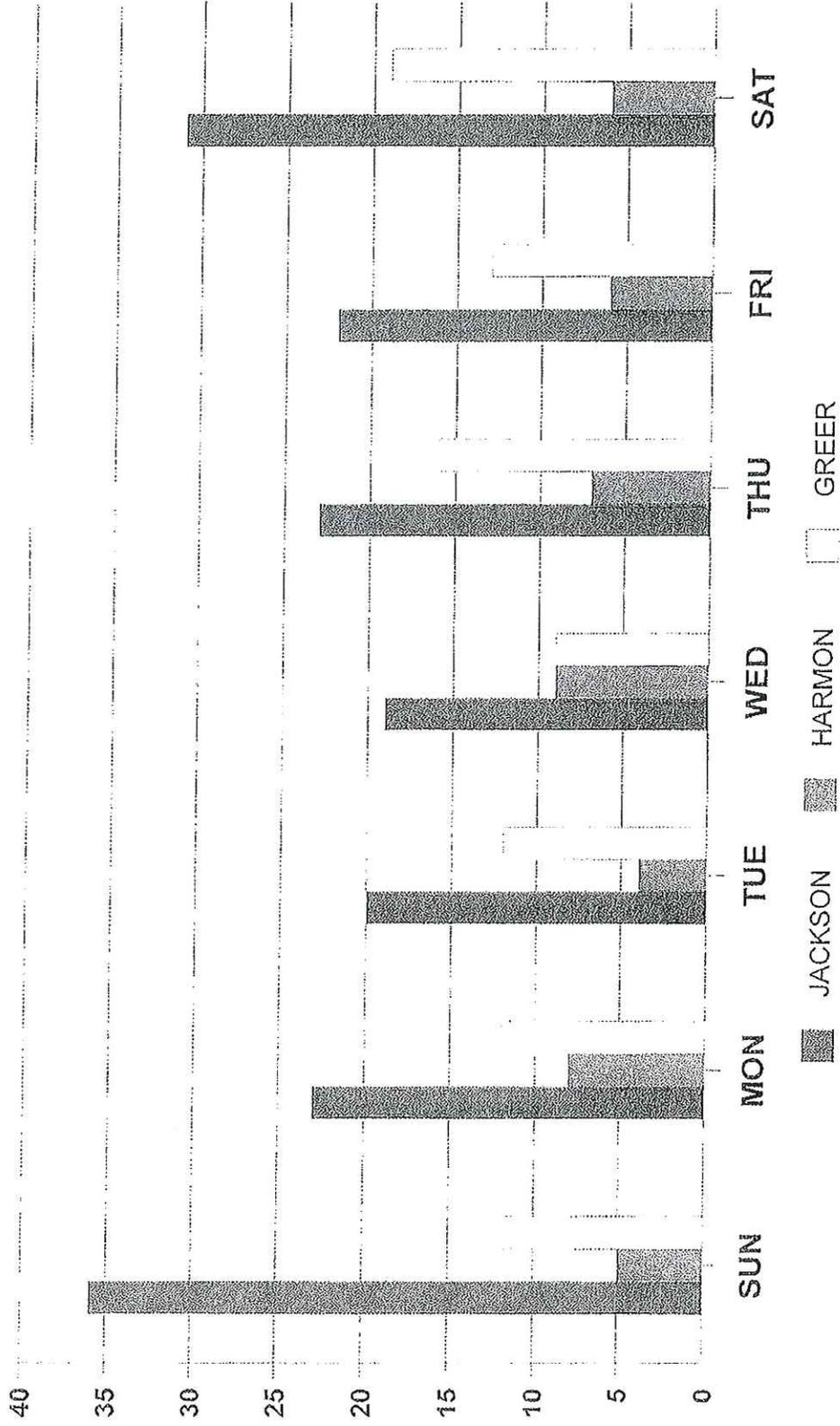
CO #38	4	5	4	4	4	8	8	6	4	4	4	7	8	8	3	7	9	7	12	9	4	6	10	16	12	6	4
CO #71	1	1	4	1	4	4	7	5	7	5	1	1	1	1	1	5	1	8	1	4	6	6	10	11	11	3	4

TROOP M ACCIDENTS - CAUSATION EASTERN ZONE (COUNTY ROADS)



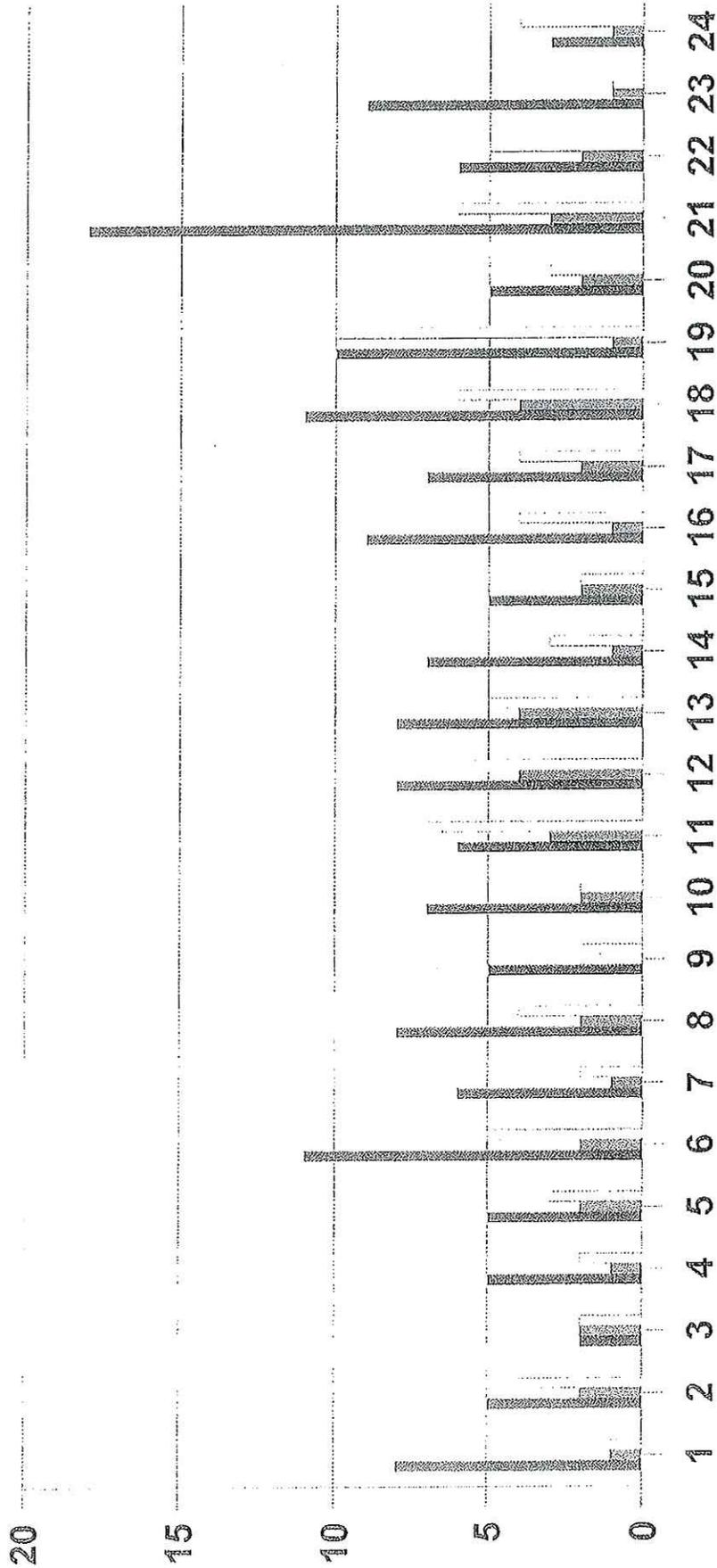
KIOWA	38	12	5	1	4	8
TILLMAN	22	7	9	2	2	3

TROOP M ACCIDENTS - DAY OF THE WEEK WESTERN ZONE (HIGHWAYS)



JACKSON	36	23	20	19	23	22	31
HARMON	5	8	4	9	7	6	6
GREER	12	12	12	9	16	13	19

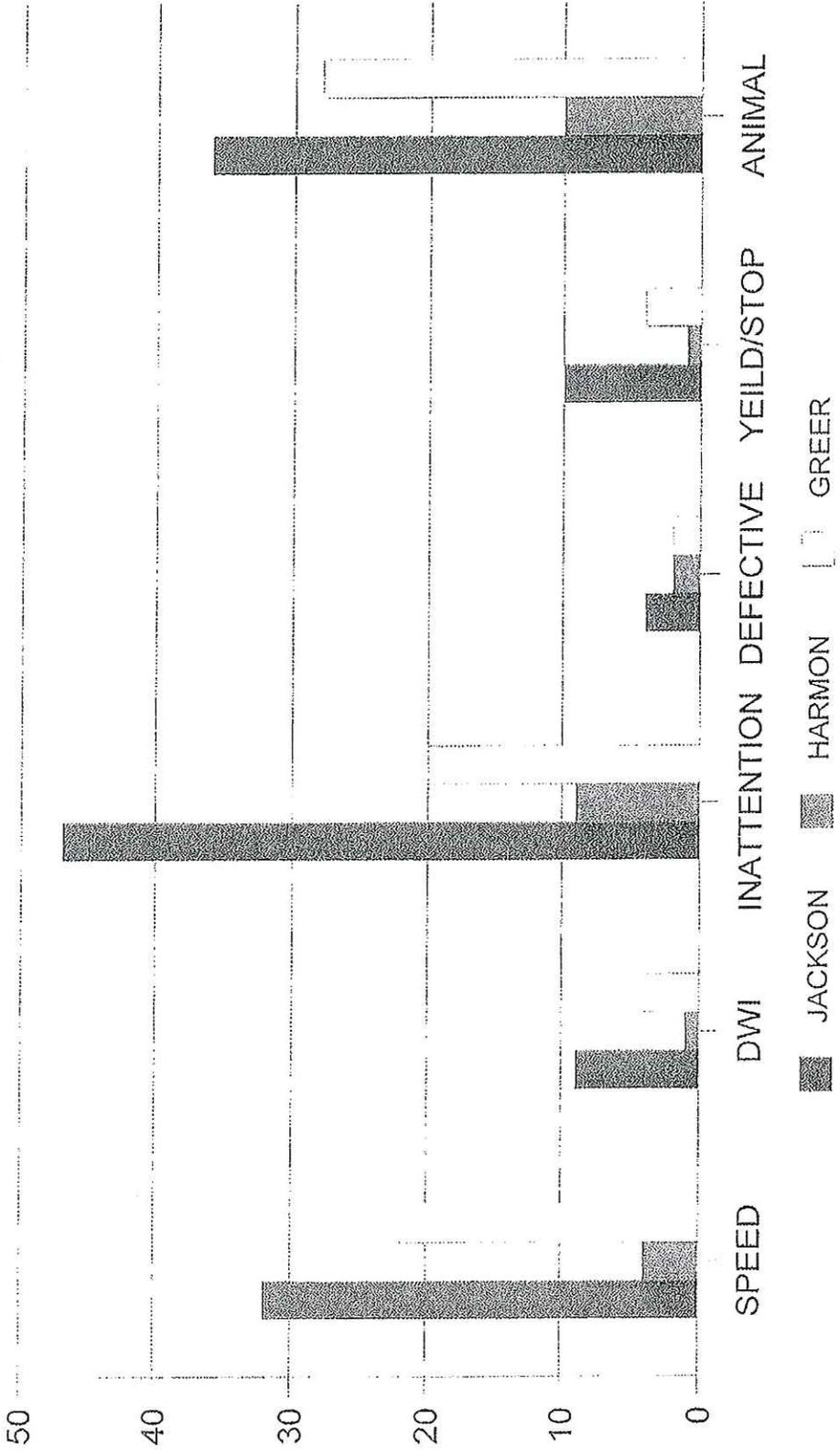
TROOP M ACCIDENTS - TIME OF DAY WESTERN ZONE (HIGHWAYS)



CO #33
 CO #29
 CO #28

CO #33	8	5	2	2	5	5	11	6	8	5	7	6	8	8	7	5	9	7	11	10	5	18	6	9	3
CO #29	1	2	2	1	2	2	1	2	1	0	2	3	4	4	1	2	1	2	4	1	2	3	2	1	1
CO #28	1	4	2	2	3	2	4	2	4	2	2	7	6	5	3	2	4	4	6	10	3	6	5	1	4

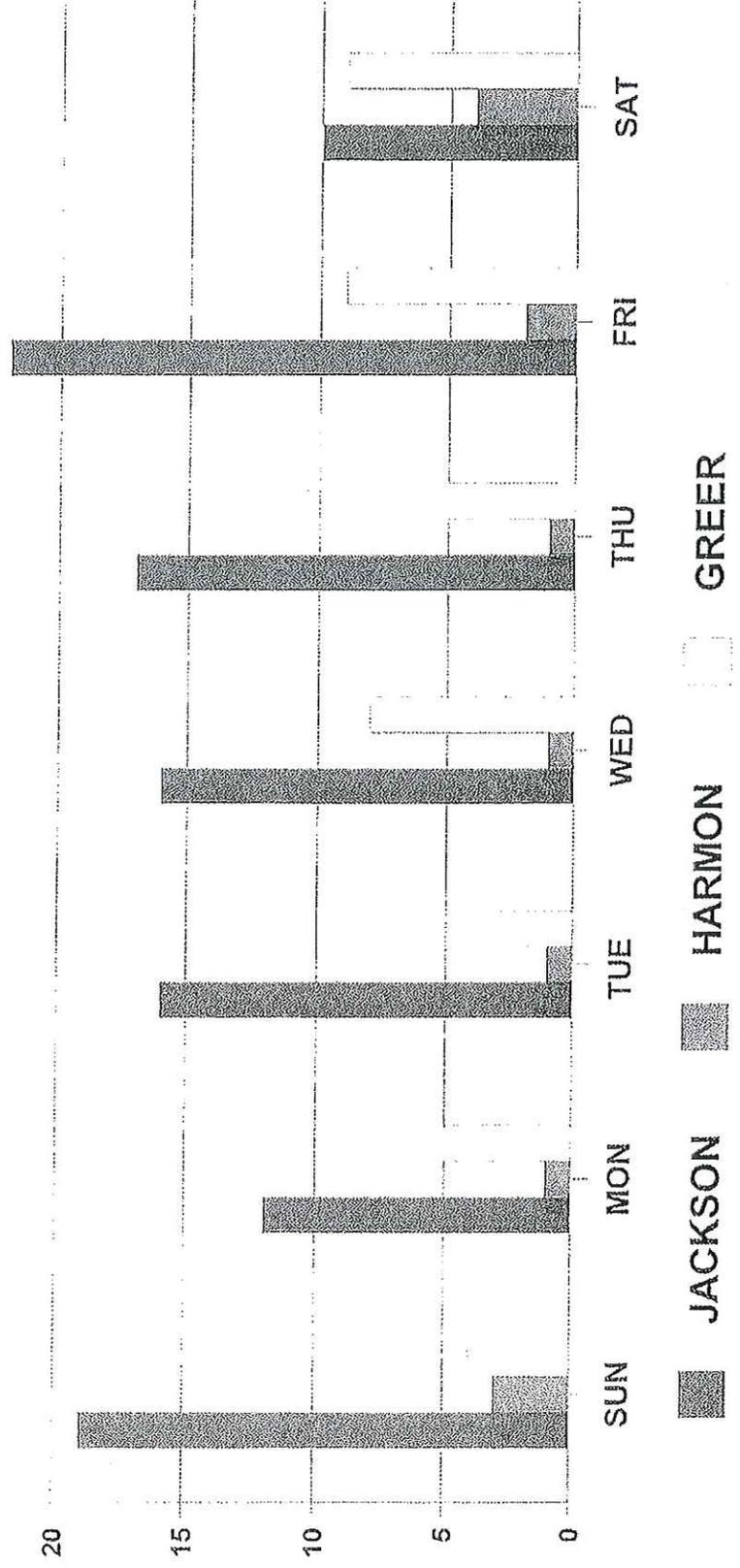
TROOP M ACCIDENTS - CAUSATION WESTERN ZONE (HIGHWAYS)



JACKSON	32	9	47	4	10	36
HARMON	4	1	9	2	1	10
GREER	22	4	20	2	4	28

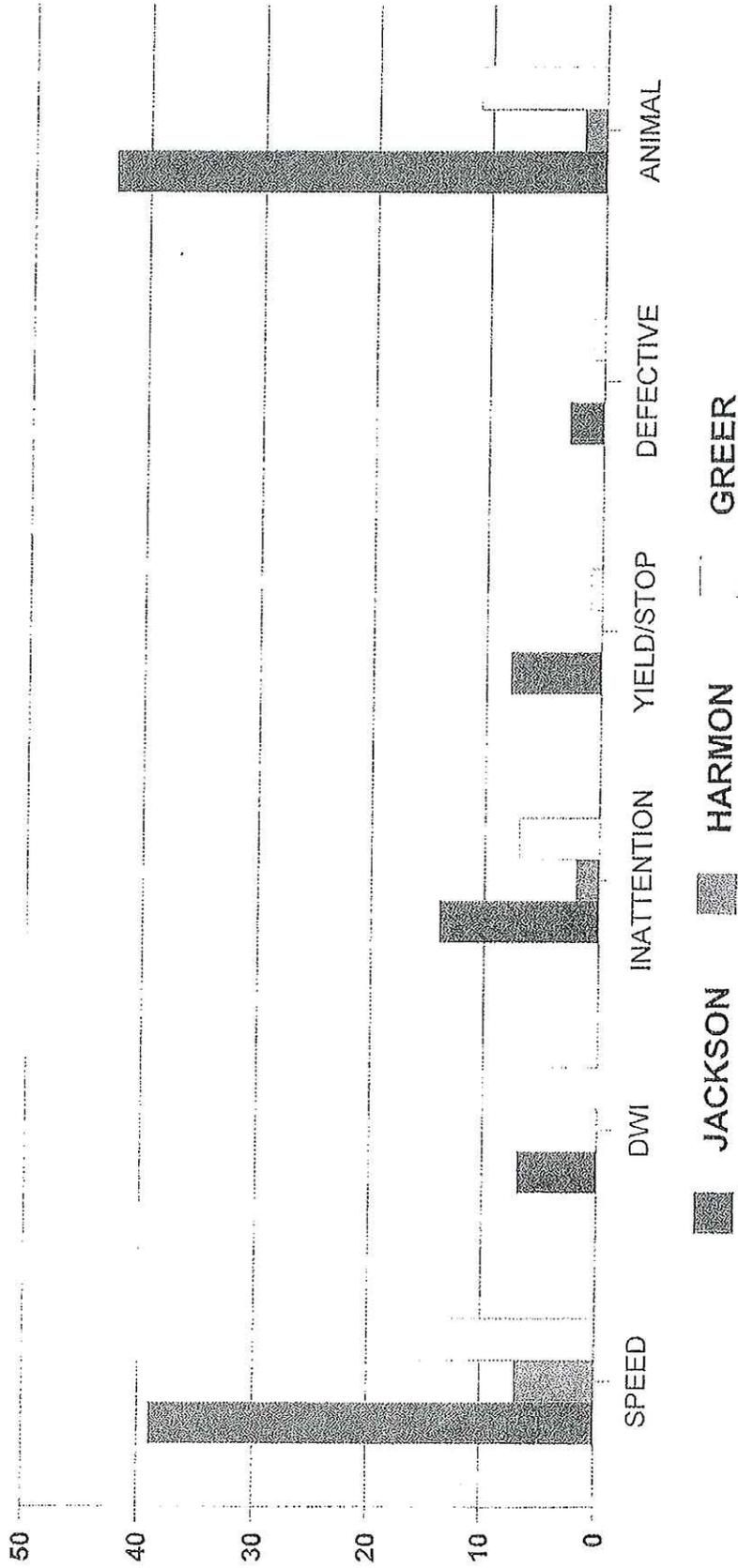
TROOP M ACCIDENTS - DAY OF THE WEEK WESTERN ZONE (COUNTY ROADS)

25



JACKSON	19	12	16	16	17	22	10
HARMON	3	1	1	1	1	2	4
GREER	4	5	3	8	5	9	9

TROOP M ACCIDENTS - CAUSATION WESTERN ZONE (COUNTY ROADS)



JACKSON
HARMON
GREER

39
7
17

7
0
4

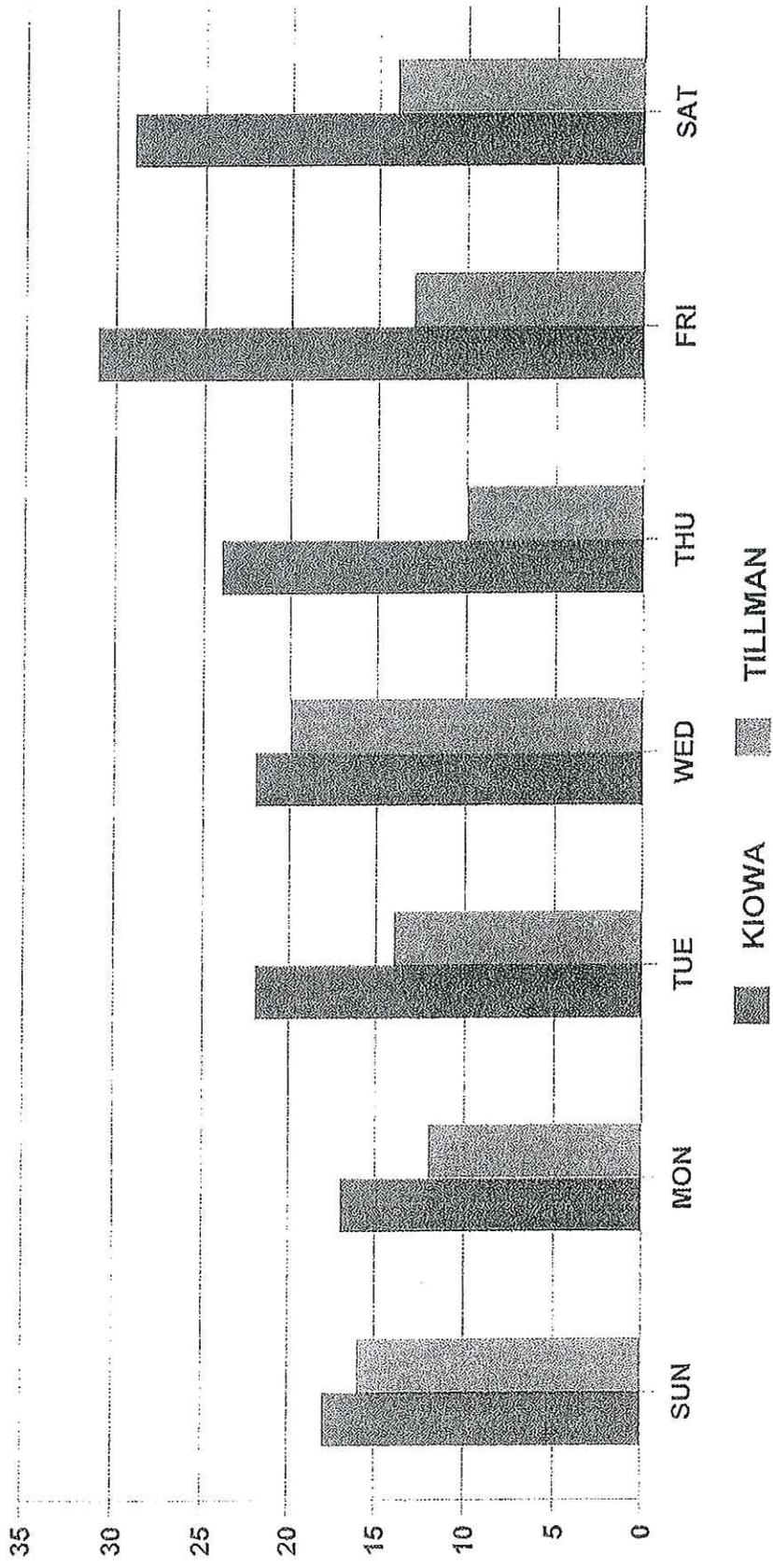
14
2
7

8
0
1

3
0
1

43
2
11

TROOP M ACCIDENTS - DAY OF THE WEEK EASTERN ZONE (HIGHWAYS)



KIOWA
TILLMAN

29
14

31
13

24
10

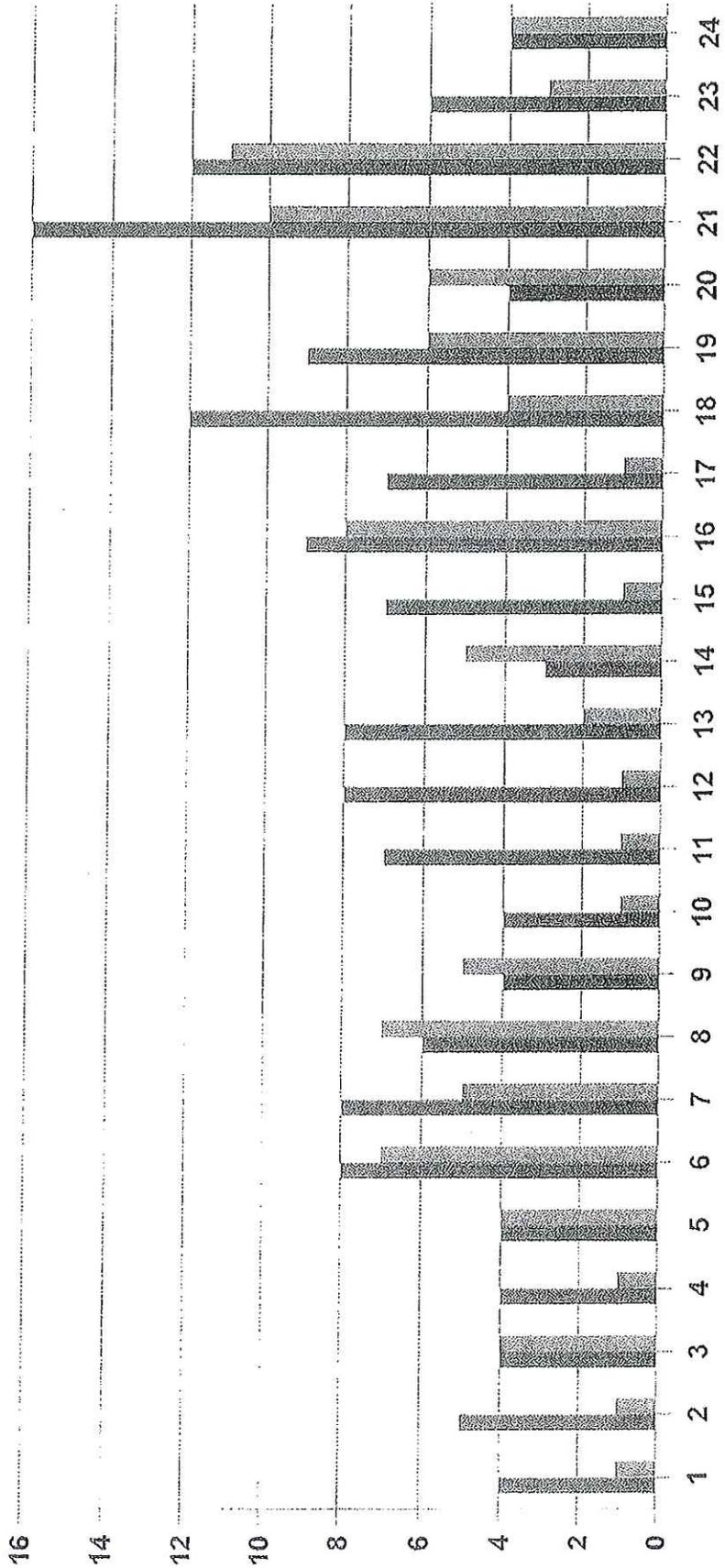
22
20

22
14

17
12

18
16

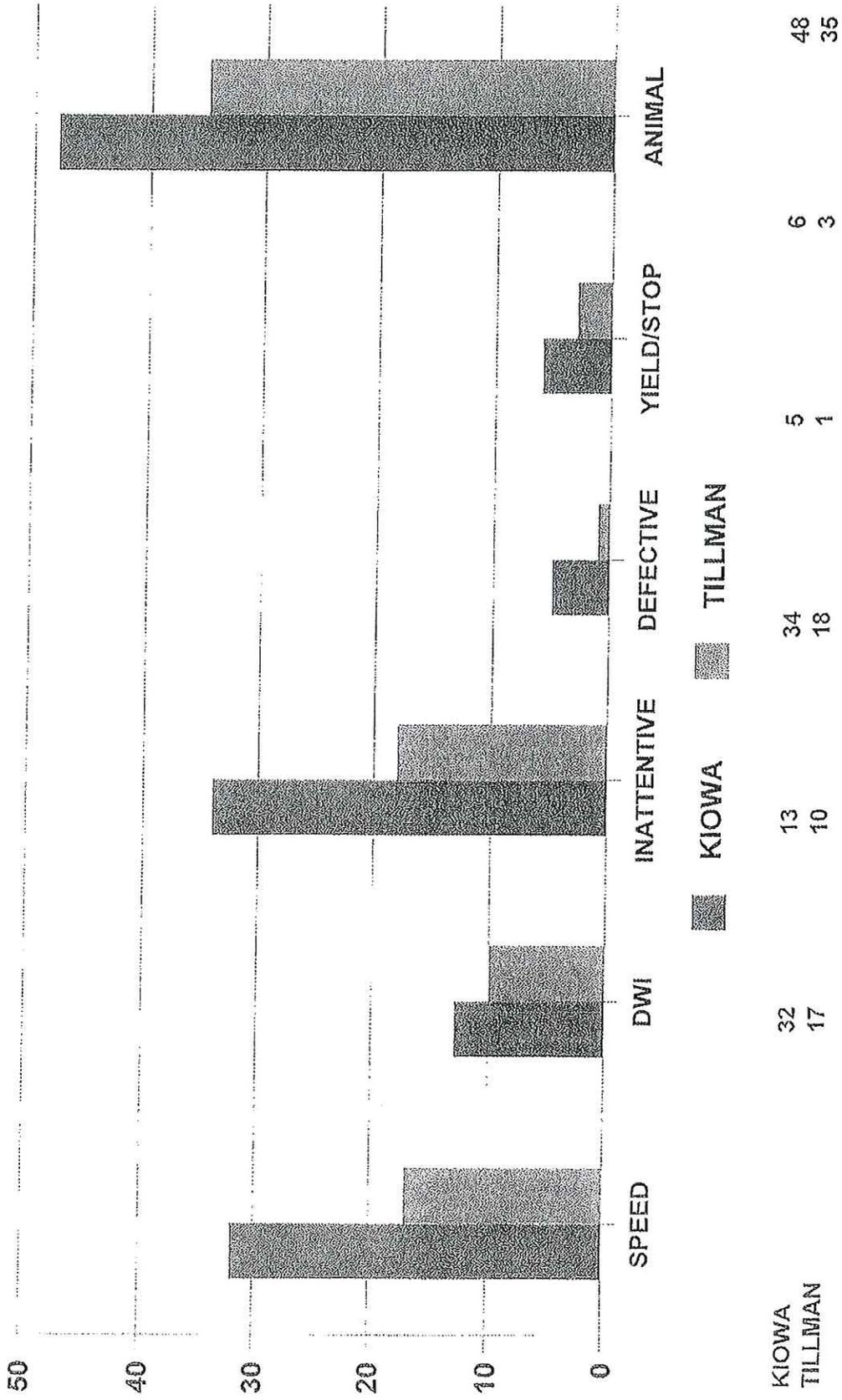
TROOP M ACCIDENTS - TIME OF DAY EASTERN ZONE (HIGHWAYS)



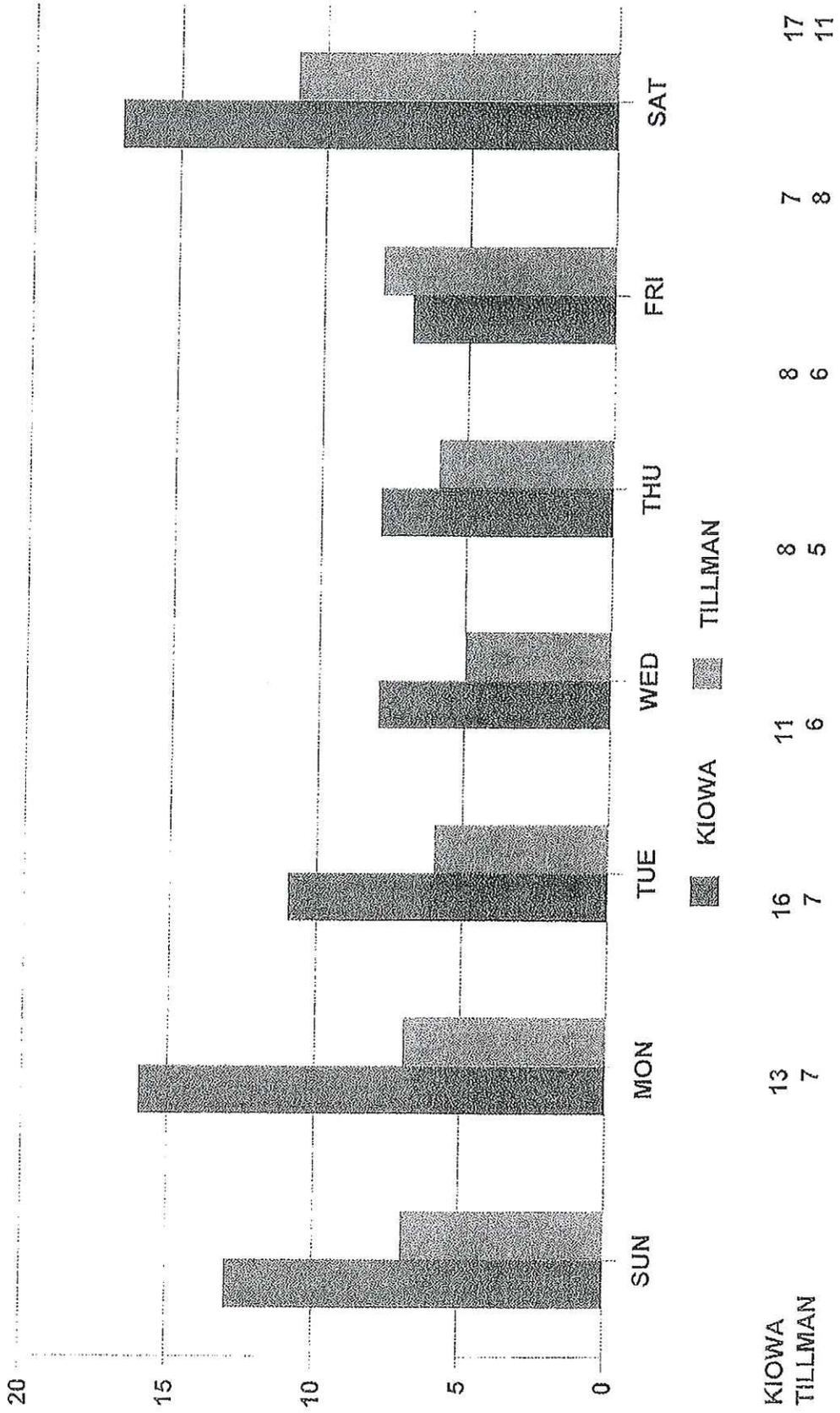
■ CO 38 ■ CO 71

CO 38	4	5	4	4	4	4	8	8	6	4	4	7	8	8	3	7	9	9	12	9	4	6	10	16	12	6	4
CO 71	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	5	1	8	1	4	6	6	10	11	11	3	4

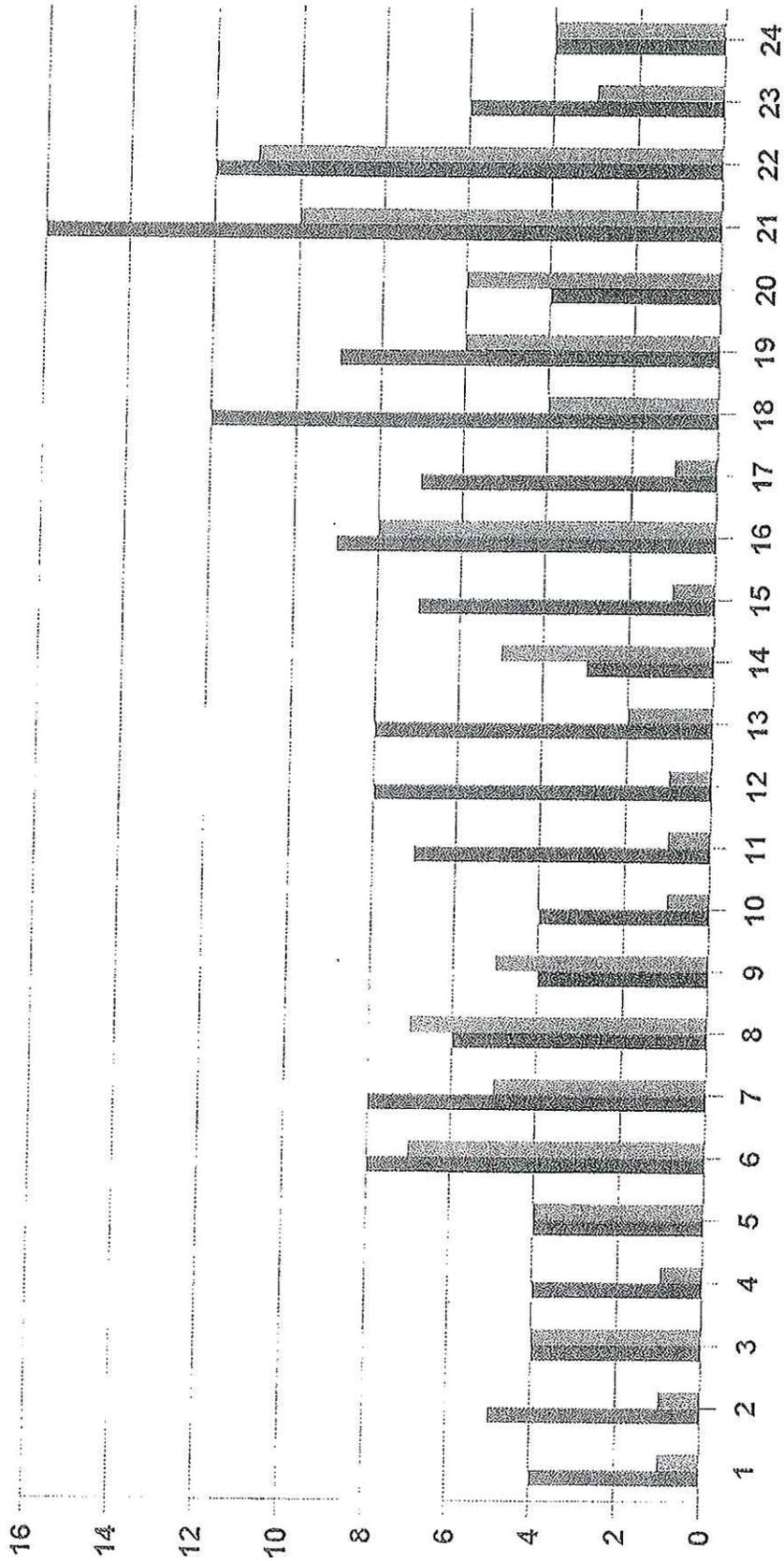
TROOP M ACCIDENTS - CAUSATION EASTERN ZONE (HIGHWAYS)



TROOP M ACCIDENTS - DAY OF THE WEEK EASTERN ZONE (COUNTY ROADS)



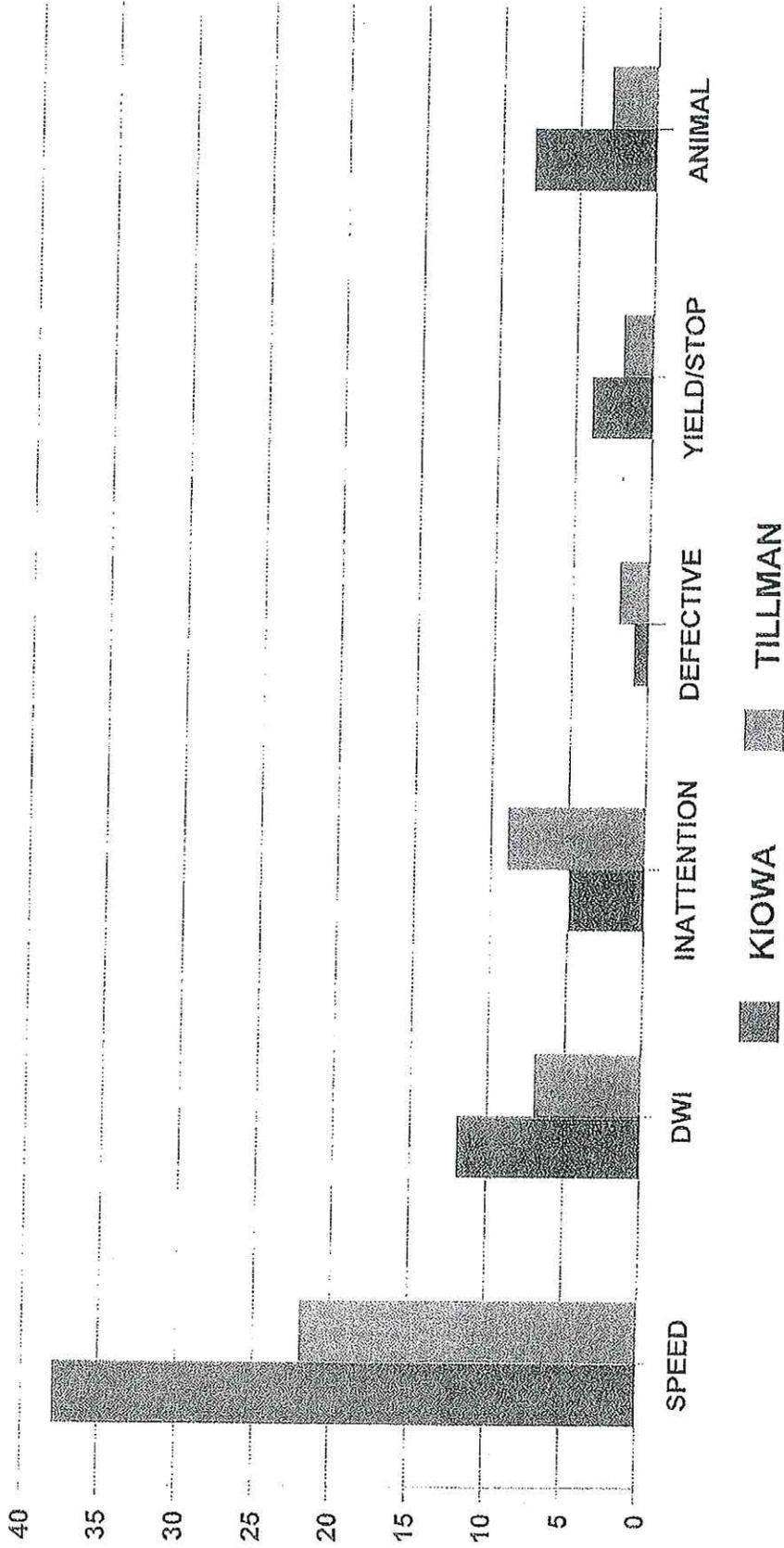
TROOP M ACCIDENTS - TIME OF DAY EASTERN ZONE (COUNTY ROADS)



CO #38 CO #71

CO #38	4	5	4	4	4	4	8	8	6	4	4	7	8	8	3	7	9	9	12	7	16	12	6	4
CO #71	1	1	1	4	1	4	7	5	7	5	1	1	1	1	2	5	1	8	4	1	10	11	3	4

TROOP M ACCIDENTS - CAUSATION EASTERN ZONE (COUNTY ROADS)



KIOWA
TILLMAN

38
22

12
7

5
9

1
2

4
2

8
3

GOALS

Continuous improvement, service to the public, visitors and other employees to any of the facilities of the Troop R facilities, Tulsa or Oklahoma City.

OBJECTIVES TROOP "R" 2013

- ◆ Fill vacant positions (armed & Trooper)
- ◆ Equipment, replace outdated cameras and peripherals transition from analog to digital
- ◆ Create Supervisory positions for the A.S.O. position with proposed pay increase
- ◆ Increase applicant pool by targeting area Vo-Techs
- ◆ Implement training, ie. basic D.T. and handcuffing, first aide, active shooter training.

Talking points for above listed bullets:

- a) we have made contact with several vo-techs in the OKC area and intend to reach out to others in hopes of creating opportunities for their students as candidates for employment. We are also currently working with H.R. to revise the current qualifications for the armed Security Officer position, which requires applicants to have a minimum of 3 years experience. As we are able to fill these positions we look to fill at least 3 vacant Trooper positions also which will allow the detachment to function not solely as a special service Troop but allow for the ability to branch out and do some of the same functions as a regular field troop, ie. hold special emphasis shifts, seat belt enforcement, or regular patrol functions around the capitol complex, traffic enforcement, and preliminary investigations of crimes committed on the grounds.
- b) the conversion from analog to digital video equipment has been started, purchase orders have been submitted for upgrades for the Oklahoma City and Tulsa complexes and work should begin by the end of the month. Plans are under way to include maintenance agreements with the company doing the work. During the upcoming budget meeting plans are to begin upgrading the x-ray equipment in 2 to 3 increments with the same type maintenance agreements
- c) as the security officer positions are filled create a new position with a slightly higher rate of pay. Responsibilities would be to ensure all posts are filled and make rounds throughout the capitol, giving breaks and to fill in as needed. This would alleviate the need to have Troopers suspend patrol functions, and would allow the trooper assigned to patrol the capitol to be visible to visitors, elected officials, and employees.
- d) training, to be done in phases, and commitment to be maintained yearly. All security officers will be certified in basic first aide, armed security officers will be required to qualify yearly with their duty weapon, complete a very basic weapon retention course, and trained in proper handcuffing technique. A short term goal is also to equip each entry point into the Capitol with a less lethal force option either taser or pepper spray and ensure there is no less than 1 trained and certified officer on duty at each of those posts and capable of

deployment if necessary. All security officers will have no less than basic training on what to do in the event of an active shooter on the complex. Scheduled training with TSA is to begin later this year to better train personnel on what threats to look for as property passes thru the equipment.

TROOP GOALS 2013
TROOP W
MARINE ENFORCEMENT SECTION

It is the goal of Troop "W" to reduce the number of boating accidents, fatalities and non boating related drownings in 2013. The following information is based on reports submitted to the OHP Marine Enforcement Section over the past five years.

	08	09	10	11	12	AVERAGE
#Number of Boating Accidents Reported	54	55	51	57	72	57.8
#Number of Fatality Accidents Reported	10	10	12	10	12	10.8
#Number of Persons Killed	11	14	13	11	15	12.2
#Number of Person Injured	37	46	35	38	56	42.4
#Number of Persons Drowned (Non-Boating)	21	24	27	55	22	29.8

To assist in accomplishing the Troop W goals, the troop must Educate the public in regards to boating and recreational water safety, as well as taking enforcement action as warranted.

To Educate the public, each Trooper will be required to instruct a minimum of two Boat Education Courses within the year, this is in addition to the existing 70 to 80 safety education hours that is currently required to meet standards.

Troopers will be required to conduct Administrative Inspections and Registration Compliance checks with Boat Dealers and the Marinas in their districts. The purpose of these inspections will be to check HIINs and Registration compliance, but also to utilize this time to educate all parties they come in contact with of boating safety.

Increase the use of media to further advise the general public of boating and water safety tips.

In regards to the enforcement aspect of achieving these goals, the following information was gathered from WDAY for the past five years.

	08	09	10	11	12	AVERAGE
OUI	3	4	15	14	15	10.2
RECKLESS OPERATION	15	14	19	14	15	15.4
CARELESS OPERATION	44	59	49	48	42	48.4
DUI	5	11	4	3	5	5.6

Enforcement cont..

Due to personnel shortages on most lakes, Troop W will create a Team to work special emphasis concentrating on OUI, and alcohol related enforcement.

This team will consist of:

1-Lieutenant

4-Troopers

The team will conduct at least one special emphasis in every district for a minimum of five emphasis in a year. The team will be in addition to any other Troopers assigned to the lake being worked, but will work in conjunction with those assigned and the Lieutenant of the particular district.

Troop XA "Will Rogers Turnpike"
2013
Performance Appraisal Standards
&
Troop Goals

Task 1 - Contacts per Hour (3 year average = 1.31 contacts per hour worked)

Exceed Standards = Above 1.54 contacts per hour worked.

Meets Standards = 1.08 to 1.54 contacts per hour worked.

Needs Improvement = 0.85 to 1.07 contacts per hour worked.

Does Not Meet Standards = Below 0.85 contacts per hour worked.

Task 2 - Troop Goals - Troop XA has identified 3 Troop Goals (Passenger Restraint Enforcement, DUI/DWI/APC Enforcement & Collision/Fatality Reduction) Task 2 will be evaluated based on performance in each of the Troop Goals under the following standards.

Exceeds Standards = Exceeds standards in all 3 Troop Goals

Meets Standards = Meets or Exceeds standards in 2 of the 3 Troop Goals

Needs Improvement = Meets or Exceeds standards in only 1 of the Troop Goals

Does Not Meets Standards = Meets or Exceeds standards in none of the Troop Goals.

Passenger Restraint Enforcement - Arrests per Month

Exceeds Standards = Above 6

Meets Standards = 4.5 to 6

Needs Improvement = 3 to 4.4

Does Not Meet Standards = Below 3

- 2012 - Seatbelt compliance rate was 93.3 %
- 2012 - Troop XA issued 465 passenger restraint citations
- 2013 - Goal is 1000 passenger restraint citations
- 2013 - Goal can be achieved by a meets or exceeds standards rating
- Lieutenants will conduct quarterly special emphasis targeting passenger restraint
- Troopers will be provided quarterly spreadsheet outlining their progress

DUI/DWI/APC Enforcement - Arrests per Year

Exceeds Standards = 5 Arrests and above

Meets Standards = 3 to 4 Arrests

Needs Improvement = 2 to 3 Arrests

Does Not Meet Standards = Below 2 Arrests

- 2012 - Troop XA had 8 impaired driving collisions
- 2012 - Impaired driving collisions accounted for 4.6 % of total collisions
- 2012 - Troop XA had 50 impaired driving arrests
- 2013 - Goal is 56 to 70 impaired driving arrests
- Goal can be achieved by a meets or exceeds standards rating
- Lieutenants will conduct quarterly special emphasis targeting impaired drivers
- Troopers will be complete ARIDE training
- Troopers will be provided quarterly spreadsheets outlining their progress

Collision/Fatality Reduction Effort

In 2012 Troop XA had 172 reportable collisions, which resulted in 7 fatalities. Troop XA realized an overall reduction of 22 collisions (-11.4%) and an increase of 2 fatalities (+ 28.6 %) from the previous calendar year. The 2013 goal for Troop XA will be to maintain 2012 numbers for overall collisions (172), and the 2011 numbers for fatality collisions (5). Troop XA has identified four collision corridors and will institute the below actions to realize the Troop Goals.

The following are the standards for the percentage of contacts within the collision collision corridors.

Exceeds Standards = 50.1% and above

Meets Standards = 40% to 50%

Needs Improvement = 29% to 39.9%

Does Not Meet Standards = 28.9% and below

Collision Corridors

- 1). U.S. HWY 412 to MM 251
- 2). MM 252 to MM 262
- 3). MM 282 to MM 292
- 4). MM 300 to MM 310

Enforcement

- Aircraft Assignments
- Quarterly DUI Special Emphasis
- Quarterly Passenger Restraint Special Emphasis
- Unmarked Vehicle Enforcement Targeting Aggressive Drivers
- Specialized Work Zone Enforcement & Review of Traffic Control

Education

- Safety messages on DMS message boards at 3 locations on Turnpike
- Collision corridor signs at top two corridors
- Press releases in local media targeting local traffic

Engineering

- I will analyze concentrated collision activity to identify engineering issues such as hydroplaning, etc. I will work with OTA Maintenance Division to resolved those issues.

Task 3 - Collision Enforcement Percentage

Exceeds Standards = 72.1 and above
Meets Standards = 48.0 to 72.0
Needs Improvement = 35.9 to 47.9
Does Not Meet Standards = 35.89 and below

Task 4 - Returned Report Percentage

Exceeds Standards = 1% or less
Meets Standards = Greater than 1% to 2%
Needs Improvement = Greater than 2% to 2.5 %
Does Not Meet Standards = Greater than 2.5 %

Task 5 - Unit Operation

Exceeds Standards = No sustained unit operation complaints or Class 2 collisions & documented exceptional care of patrol vehicle and assigned equipment.
Meets Standards = No sustained unit operation complaints and no Class 2 collisions
Needs Improvement = Founded unit operation complaints or Class 2 unit collision resulting in informal discipline
Does Not Meet Standards = One or more founded reckless unit operation complaints or Class 2 unit collision resulting in formal discipline

Trooper

Lieutenant

Date

**Troop XB/XE “Muskogee & Creek Turnpikes”
2013 Combined
Performance Appraisal Standards
&
Troop Goals**

Task 1 - Contacts per Hour (3 year average = 1.46 contacts per hour worked)

Exceed Standards = Above 1.71 contacts per hour worked
Meets Standards = 1.20 to 1.70 contacts per hour worked
Needs Improvement = 0.98 to 1.19 contacts per hour worked
Does Not Meet Standards = Below 0.98 contacts per hour worked

Task 2 - Troop Goals - Troop XB/XE has identified 3 Troop Goals (Passenger Restraint Enforcement, DUI/DWI/APC Enforcement & Collision/Fatality Reduction) Task 2 will be evaluated based on performance in each of the Troop Goals under the following standards:

Exceeds Standards = Exceeds standards in all 3 Troop Goals
Meets Standards = Meets or Exceeds standards in 2 of the 3 Troop Goals
Needs Improvement = Meets or Exceeds standards in only 1 of the Troop Goals
Does Not Meets Standards = Meets or Exceeds standards in none of the Troop Goals.

Passenger Restraint Enforcement - Arrests per Month

Exceeds Standards = Above 5.1
Meets Standards = 4.2 to 5.0
Needs Improvement = 3.0 to 4.1
Does Not Meet Standards = Below 2.9

- 2012 - Seatbelt compliance rate was 92.4 %
- 2012 - Troops XB/XE issued 370 passenger restraint citations
- 2013 - Goal is 700 passenger restraint citations
- 2013 - Goal can be achieved by a meets standards rating
- Lieutenants will conduct quarterly special emphasis targeting passenger restraint
- Troopers will be provided quarterly spreadsheet outlining their progress

DUI/DWI/APC Enforcement - Arrests per Year

Exceeds Standards = 6 Arrests and above

Meets Standards = 5 Arrests

Needs Improvement = 2 to 4 Arrests

Does Not Meet Standards = 1 and below

- 2012 - Troops XB/XE had 11 impaired driving collisions
- 2012 - Impaired driving collisions accounted for approximately 6 % of total collisions
- 2012 - Troops XB/XE had 61 impaired driving arrests
- 2013 - Goal is 70 impaired driving arrests
- Goal can be achieved by a meets standards rating
- Lieutenants will conduct quarterly special emphasis targeting impaired drivers
- Troopers will complete ARIDE training
- Troopers will be provided quarterly spreadsheets outlining their progress

Collision/Fatality Reduction Effort

In 2012, Troops XB/XE had 181 reportable collisions, which resulted in 5 fatalities. Troops XB/XE realized an overall increase of 17 collisions and an increase of 1 fatality from the previous calendar year. The 2013 goal for Troops XB/XE will be an attempt to maintain 2012 numbers for overall collisions (181), and the 2011 numbers for fatality collisions (4). Troops XB/XE have identified four specific collision corridors.

Collision Corridors

- 1). Muskogee Turnpike (XB) - MM 1 to 13
- 2). Muskogee Turnpike (XB) - MM 39 to 43
- 3). Muskogee Turnpike (XB) - I-40 Interchange
- 4). Creek Turnpike (XE) - U.S. Highway #75 to Memorial Drive (U.S. Highway #64)

The actions listed below will be instituted to realize Troop Goals:

Enforcement

- Aircraft Assignments
- Quarterly DUI Special Emphasis
- Quarterly Passenger Restraint Special Emphasis
- Specialized Work Zone Enforcement & Review of Traffic Control

Education

- Increased use of speed trailers and other monitoring devices
- Collision corridor signs inside both collision corridors

- Press releases in local media targeting local traffic

Engineering

- I will analyze concentrated collision activity to identify engineering issues such as hydroplaning, etc. I will work with OTA Maintenance Division to resolve such problems.
- Current expansion of the Creek Turnpike (XE) should assist in this overall endeavor.

Task 3 - Collision Enforcement Percentage

Exceeds Standards = 72.1 and above
Meets Standards = 48.0 to 72.0
Needs Improvement = 35.9 to 47.9
Does Not Meet Standards = 35.89 and below

Task 4 - Returned Report Percentage

Exceeds Standards = 1% or less
Meets Standards = Greater than 1% to 2%
Needs Improvement = Greater than 2% to 2.5 %
Does Not Meet Standards = Greater than 2.5 %

Task 5 - Unit Operation

Exceeds Standards = No sustained unit operation complaints or class 2 collisions & documented exceptional care of patrol vehicle and assigned equipment.
Meets Standards = No sustained unit operation complaints and no Class 2 collisions
Needs Improvement = Founded unit operation complaints or Class 2 unit collision resulting in informal discipline
Does Not Meet Standards = One or more founded reckless unit operation complaints or Class 2 unit collision resulting in formal discipline

Trooper

Lieutenant

Date

Troop XC

Strategic Goals for 2013

Enforcement

- ◆ Reduce collisions by 5%
- ◆ Reduce fatalities by 50%
- ◆ Increase DUI/DWI Enforcement arrests by 82%
- ◆ Increase Seatbelt Enforcement arrests by 96%
- ◆ Increase CMV Enforcement by training 20% of Troopers in CMV Enforcement

Collisions: 5 year average of 69 collisions a year on the Indian Nation Turnpike. OTA installed cable barrier center fencing to be completed early 2013 from mile 88 to mile 104. This takes in the location with the highest number of collisions in a 10 mile stretch. Plans are to extend the cable barrier to mile 70 during 2013. Property damage collisions may increase in this area however injury collisions from crossover crashes are expected to decline. OTA is also expected to put additional in lane markings near the toll plaza at mile 92 to reduce the number of collisions near the toll plaza.

1. Troopers will work assigned speed shifts in the collision corridors
2. Supervisors will monitor daily work activity for enforcement in collision corridors
3. Use Lidar to enforce speed where cable barrier is installed as needed

Fatalities: 5 year average of 2 fatal collisions a year on the Indian Nation Turnpike. In 2011 - 2 fatal crashes accounted for 8 fatalities. Both crashes were crossover wrecks near mile 96. The fatal crash this year, 2012, was near mile 91. With the installation of cable barrier the crossover crash with injury is expected to decrease. Therefore, our goal of reducing fatalities by 50% would be to have 1 fatal crash.

DUI/DWI Enforcement: 5 year average of arrests for the troop is 11 per year. There has been 3 DUI related crashes the last 24 months on the turnpike. Troop XC goal for **2013 is 20 DUI/DWI arrests**. This goal will be attained by requiring each trooper to account for 2 arrests minimum for 2013 to maintain a meets standard rating on PMP. Troopers will be scheduled with the following training to increase their knowledge and refresh their skills on detecting impaired drivers.

1. SFST update and PBT use and issue.
2. ARIDE training

PMP Evaluation Standard for DUI/DWI Enforcement:

Exceeds Standard	4 + arrests
Meets Standard	2 - 3 arrests
Needs Improvement	1 arrest
Does Not Meet Standard	0 arrest

Seatbelt Enforcement: 5 year average of 102 seatbelt arrests for the troop per year. Troop XC goal for **2013 is 200 Seatbelt arrests**. Seatbelt compliance over the past 5 years is 96%. This goal will be attained by requiring each trooper to account for 20 arrests minimum for 2013 to maintain a meets standard rating on PMP. Troopers will be instructed by supervisors in the following:

1. Look past the initial stop for seatbelt use
2. Take enforcement action on violations

PMP Evaluation Standard for Seatbelt Enforcement:

Exceeds Standard	31 + arrests
Meets Standard	20 - 30 arrests
Needs Improvement	10 - 19 arrests
Does Not Meet Standard	0 - 9 arrests

CMV Enforcement: The goal for Troop XC will be to re-certify the 2 troopers already trained to assist the 1 trooper trained and conducting inspections on the turnpike. Other troopers can be scheduled for training as class opens and schedules permit.

Education

- ◆ Tips From A Trooper each month
- ◆ Message boards for lane closures during construction projects for extended periods.

- ◆ Safety Programs conducted to educate the public
- ◆ Safety Programs for OTA maintenance workers

Engineering

Continue to work with OTA in evaluating the needs for additional or revised warning signs and the need for cable barrier fencing along the entire length of the turnpike.

**Troop XD "Cherokee Turnpike"
2013
Performance Appraisal Standards
&
Troop Goals**

Task 1 - Contacts per Hour (3 year average = 1.06 contacts per hour worked)

Exceed Standards = Above 1.25 contacts per hour worked.

Meets Standards = 0.87 to 1.25 contacts per hour worked.

Needs Improvement = 0.63 to 0.86 contacts per hour worked.

Does Not Meet Standards = Below 0.63 contacts per hour worked.

Task 2 - Troop Goals - Troop XD has identified 3 Troop Goals (Passenger Restraint Enforcement, DUI/DWI/APC Enforcement & Collision/Fatality Reduction) Task 2 will be evaluated based on performance in each of the Troop Goals under the following standards.

Exceeds Standards = Exceeds standards in all 3 Troop Goals

Meets Standards = Meets or Exceeds standards in 2 of the 3 Troop Goals

Needs Improvement = Meets or Exceeds standards in only 1 of the Troop Goals

Does Not Meet Standards = Meets or Exceeds standards in none of the Troop Goals.

Passenger Restraint Enforcement - Arrests per Month

Exceeds Standards = Above 5

Meets Standards = 4.0 to 4.99

Needs Improvement = 3 to 3.99

Does Not Meet Standards = Below 3

- 2012 - Seatbelt compliance rate was 92.0 %
- 2012 - Troop XD issued 144 passenger restraint citations
- 2013 - Goal is 288 passenger restraint citations
- 2013 - Goal can be achieved by a meets or exceeds standards rating
- Lieutenants will conduct quarterly special emphasis targeting passenger restraint
- Troopers will be provided quarterly spreadsheet outlining their progress

DUI/DWI/APC Enforcement - Arrests per Year

Exceeds Standards = 5 Arrests and above
Meets Standards = 3 to 4 Arrests
Needs Improvement = 2 to 3 Arrests
Does Not Meet Standards = Below 2 Arrests

- 2012 - Troop XD had 0 impaired driving collisions
- 2012 - Impaired driving collisions accounted for 0 % of total collisions
- 2012 - Troop XD had 3 impaired driving arrests
- 2013 - Goal is 12 impaired driving arrests
- Goal can be achieved by a meets or exceeds standards rating
- Lieutenants will conduct quarterly special emphasis targeting impaired drivers
- Troopers will be complete ARIDE training
- Troopers will be provided quarterly spreadsheets outlining their progress

Collision/Fatality Reduction Effort

In 2012 Troop XD had 29 reportable collisions, which resulted in 0 fatalities. Troop XD realized an overall increase of 10 collisions (-34.5 %) from the previous calendar year. The 2013 goal for Troop XD will be to maintain 2012 numbers for overall collisions (29) which is less than 3 collisions per month. Troop XD has identified two collision corridors and will institute the below actions to realize the Troop Goals.

The following are the standards for the percentage of contacts within the collision collision corridors.

Exceeds Standards = 50.1% and above
Meets Standards = 40% to 50%
Needs Improvement = 29% to 39.9%
Does Not Meet Standards = 28.9% and below

Collision Corridors

- 1). MM 4.14 to MM 9.14
- 2). MM 11.75 to MM 16.75

Enforcement

- Aircraft Assignments
- Quarterly DUI Special Emphasis
- Quarterly Passenger Restraint Special Emphasis
- Unmarked Vehicle Enforcement Targeting Aggressive Drivers
- Specialized Work Zone Enforcement % Review of Traffic Control

Education

- Collision corridor signs on top two corridors
- Press releases in local media targeting local traffic

Engineering

- I will analyze concentrated collision activity to identify engineering issues such as hydroplaning, etc. I will work with OTA Maintenance Division to resolved those issues.

Task 3 - Collision Enforcement Percentage

Exceeds Standards = 72.1 and above
Meets Standards = 48.0 to 72.0
Needs Improvement = 35.9 to 47.9
Does Not Meet Standards = 35.89 and below

Task 4 - Returned Report Percentage

Exceeds Standards = 1% or less
Meets Standards = Greater than 1% to 2%
Needs Improvement = Greater than 2% to 2.5 %
Does Not Meet Standards = Greater than 2.5 %

Task 5 - Unit Operation

Exceeds Standards = No sustained unit operation complaints or Class 2 collisions & documented exceptional care of patrol vehicle and assigned equipment.
Meets Standards = No sustained unit operation complaints and no Class 2 collisions
Needs Improvement = Founded unit operation complaints or Class 2 unit collision resulting in informal discipline
Does Not Meet Standards = One or more founded reckless unit operation complaints or Class 2 unit collision resulting in formal discipline

Trooper

Lieutenant

Date