



# OKLAHOMA

FY 2026

## Annual Grant Application



HONORABLE KEVIN STITT  
GOVERNOR OF OKLAHOMA

OKLAHOMA HIGHWAY SAFETY OFFICE

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## Annual Grant Application

The Oklahoma Highway Safety Office (OHSO) develops its Annual Grant Application (AGA) to detail highway traffic safety projects. These projects, aligned with Oklahoma's Triennial Highway Safety Plan (3HSP), are crucial for reducing the number and severity of traffic crashes. By utilizing evidence-based, data-driven behavior change countermeasure strategies, the AGA aims to create safer roadways in Oklahoma. Funding for these initiatives, which cover Impaired Driving, Occupant Protection, Speed Management, Driver Education, Distracted Driving, Motorcycle Safety, Non-Motorized Safety, and Traffic Records, comes from Sections 402 and 405, and state funds.

## Triennial Highway Safety Plan (3SHP) Update: Federal Fiscal Year 2026 Performance Plan Changes

For this grant cycle, the Oklahoma Highway Safety Office (OHSO) confirms that the comprehensive strategies, performance plan, and established program areas outlined in the FY2024-2026 Oklahoma Triennial Highway Safety Plan (3HSP) and as updated in the FY2025 Annual Grant Application remain unchanged. Our approach to highway safety continues to be guided by these foundational documents.

The OHSO report no changes to the FFY2026 benchmark targets detailed in the FY2024-2026 3HSP.

## Projects by Program Area

### Planning and Administration

OHSO monitors all projects to ensure the appropriate use of restricted funds (Sections 402 and 405 as well as State funds). During the grant selection process, the project's primary program area and funding source are identified, and the project will be listed in the AGA.

### Program Management by Program Area

The below details the current Program Management by Program Area. Program Areas may be adjusted before and throughout the Fiscal Year; however, GTS will reflect the accurate Program Area percentages for each employee.

	P&A St	P&A Fed	TR/M3	AL/M5/ B5	OP/ M2/ B2	DD/ B8	MC/ M9/ M11	PS/ BG	DE/ TSP	SC	AI	RS	STMC
Director – Paul Harris	50%	50%											
Deputy Director – DeAngela Gaymon	50%	50%											
Budget Analyst – April Soto	50%	50%											
Chief of Plans – Mike Bray			15%	15%	16%	16%	15%	17%		19%			
Senior PM – Jaclynn Todd				55%			11%	11%	11%	11%			
Account Tech – Moynea Coleman	100%												
Program Manager – Sam Harcrow				28%	20%	6%	6%	6%		28%	6%		
Program Manager – Jacob Probst				10%	5%	20%	5%			40%		5%	15%
Program Manager – Nicole Phillips				19%	5%		51%	15%		43%			19%
Program Manager – Chris Rosacker				10%	30%		5%	10%	5%	38%			
Program Manager – Dale Adkerson				11%	11%	18%	15%	34%	4%	33%			4%
Community Outreach Coordinator - Kelli Bruemmer				25%	28%	28%	15%	7%		25%			
Communications Manager – Megan Cardenas				30%	25%	25%	25%	5%		15%			
Data Analyst – Amy Graham			100%										

Project Number	Project Title	Fund Source	Fund Estimate		
PA-26-07-01-01	Planning and Administration	402	\$155,886		
Countermeasures: Planning and Administration		Planned Activity: Planning and Administration			
Planned Activity Description					
Costs 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 above chart.					
Intended Sub-recipient OHSO		Staff Oversight: April Soto			
Estimated Match Amount: \$ 155,886		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

## Program Area: Impaired Driving

### Description of Highway Safety Problem

Impaired driving is a significant concern not only in Oklahoma but across the nation, needlessly altering thousands of lives each year. This initiative will encompass a comprehensive program of high-visibility enforcement, training, and education. It will include several projects and programs detailed in the impaired driving section. The Impaired Driving Program Area funding, which consists of 402 and 405D funds, totals approximately \$5,246,149.

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-07-099-26	Impaired Driving Program Management	402	\$204,045		
Countermeasures: Program Management	Planned Activity: Program Management				
Planned Activity Description					
OHSO Program Manager will oversee the selected Impaired Driving program to determine if projected activity milestones are being met, funds are being utilized properly and assist as needed to facilitate the success of the project activities and to meet performance targets.					
Intended Sub-recipient: OHSO	Staff Oversight: April Soto				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-01-04	Impaired Driving HVE	402	\$36,528		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
Planned Activity Description					
The Atoka Police Department will conduct overtime high-visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in our community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity.					
Intended Sub-recipient: Atoka PD	Staff Oversight: Dale Adkerson				
Estimated Match Amount: None	Estimated Local Benefit: \$36,528				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-02-06	Impaired Driving HVE	402	\$21,643		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
<b>Planned Activity Description</b>					
<p>The Choctaw Police Department will conduct overtime high-visibility enforcement in support of state and national goals to reduce the incidence of impaired driving and general traffic enforcement in our community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Integrated enforcement and saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving and generalized highway safety messages as well as the agency's ongoing effort to deter this activity.</p>					
Intended Sub-recipient: Choctaw PD	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$21,643				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-03-03	Impaired Driving HVE	402	\$37,985		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
<b>Planned Activity Description</b>					
<p>The Cleveland County Sheriff's Office (CCSO) will conduct overtime high-visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in our community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources that are available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity.</p>					
Intended Sub-recipient: Cleveland County SO	Staff Oversight: Sam Harcrow				
Estimated Match Amount: None	Estimated Local Benefit: \$37,985				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-04-22	Impaired Driving HVE	402	\$105,436		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
<b>Planned Activity Description</b>					
<p>The Enid Police Department will conduct overtime high-visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in our community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity.</p>					
Intended Sub-recipient: Enid PD	Staff Oversight: Jake Probst				
Estimated Match Amount: None	Estimated Local Benefit: \$105,436				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-05-03	Impaired Driving HVE	402	\$15,500		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
<b>Planned Activity Description</b>					
<p>The Eufaula Police Department (EPD) will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in their community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and other reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification.</p>					
Intended Sub-recipient: Eufaula PD	Staff Oversight: Sam Harcrow				
Estimated Match Amount: None	Estimated Local Benefit: \$15,500				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate			
AL-26-03-06-06	Impaired Driving HVE	402	\$14,000			
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE					
<b>Planned Activity Description</b>						
<p>The McIntosh County Sheriff's Office (MCSO) will conduct overtime high-visibility impaired driving enforcement in support of state and national goals to reduce the incidence of impaired driving in our community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity.</p>						
Intended Sub-recipient: McIntosh County SO	Staff Oversight: Jake Probst					
Estimated Match Amount: None	Estimated Local Benefit: \$14,000					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate			
AL-26-03-07-02	Impaired Driving HVE	402	\$60,000			
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE					
<b>Planned Activity Description</b>						
<p>The City of Norman Police Department will conduct overtime impaired driving high-visibility enforcement and other traffic safety activities in support of state and national goals to reduce the incidence of impaired driving in our community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity.</p>						
Intended Sub-recipient: Norman PD	Staff Oversight: Chris Rosacker					
Estimated Match Amount: None	Estimated Local Benefit: \$60,000					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-08-22	Impaired Driving HVE	402	\$206,369		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
<b>Planned Activity Description</b>					
<p>The Oklahoma City Police Department will conduct overtime traffic safety enforcement in support of the State and National goals to reduce the number of unrestrained fatalities, reduce the incidence of alcohol-impaired driving, reduce the number of vehicular fatalities involving pedestrians and bicyclists and the incidence of KA crashes in their community. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts.</p>					
Intended Sub-recipient: Oklahoma City PD	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$206,369				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-09-02	Impaired Driving HVE	402	\$38,817		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
<b>Planned Activity Description</b>					
<p>The Pryor Creek Police Department (PPD) will conduct overtime high-visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in their community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification.</p>					
Intended Sub-recipient: Pryor Creek PD	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: 38,817				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-10-04	Impaired Driving HVE	402	\$27,128		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
<b>Planned Activity Description</b>					
<p>The Purcell Police Department (PPD) will conduct overtime high-visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in their community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification.</p>					
Intended Sub-recipient: Purcell PD	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: \$27,128				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-11-08	Impaired Driving HVE	402	\$125,000		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
<b>Planned Activity Description</b>					
<p>The Rogers County Sheriff's Office (RCSO) will conduct overtime high-visibility enforcement, with an emphasis on impaired driving (alcohol and drug), in support of state and national goals to reduce the incidence of impaired driving in our community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity.</p>					
Intended Sub-recipient: Rogers County SO	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$125,000				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
AL-26-03-12-01	Impaired Driving HVE	402	\$17,420		
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE				
<b>Planned Activity Description</b>					
<p>The Seminole Police Department (SPD) will conduct overtime high-visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in their community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification. SPD will use overtime hours to conduct a local seat belt observational survey utilizing the survey design provided by the University of Central Oklahoma.</p>					
Intended Sub-recipient: Seminole PD	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$17,420				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
M5HVE-26-03-05-20	ID Law Enforcement Outreach	405(d)	\$809,727		
Countermeasures: LE Outreach Liaison	Planned Activity: ID Statewide Law Enforcement Coordinator				
<b>Planned Activity Description</b>					
<p>The Impaired Driving Liaisons (IDLs) project will utilize five (5) full-time OHP Troopers throughout the year to act as liaisons to implement activities in support of national highway safety goals in reducing motor vehicle collisions, focusing specifically on alcohol and drug-related impaired driving, and provide assistance to local law enforcement with regard to impaired driving enforcement. Coordination of regional multi-jurisdiction events will occur on a regular basis, to include checkpoints and saturation patrols. Public information and education (PI&amp;E) events, along with media releases when appropriate, will be used to inform the public of events and relevant traffic safety issues. IDLs will be available upon request to speak at media press events. In addition, the IDLs will conduct visits with local law enforcement agencies in support of National Highway Safety initiatives including the Drive Sober or Get Pulled Over mobilizations and will assist in post-mobilization activity reporting.</p>					
Intended Sub-recipient: Oklahoma Highway Patrol	Staff Oversight: Samantha Harcrow				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: Yes, Chevrolet Tahoe w/police package \$85,000					
<p>This is a vehicle to be used not only on sobriety checkpoints but also during DUI saturations as it has a specially equipped intoxilyzer and is also more mobile than an ENDUI van. The vehicle can be used in the field to assist other Troopers and law enforcement officers by responding to the actual traffic stop for use of the intoxilyzer and have SFST's to be recorded on an in car video camera from the ENDUI patrol unit. This vehicle can also be used during Public Information and Education events. The vehicle will have the capability to be used for traffic enforcement during saturations giving the Trooper the option to make traffic stops on violators.</p>					

Project Number	Project Title	Fund Source	Fund Estimate			
M5HVE-26-03-04-20	Impaired Driving HVE	405(d)	\$973,947			
Countermeasures: HVE	Planned Activity: State and Local Impaired Driving HVE					
<b>Planned Activity Description</b>						
<p>The Impaired Driving Liaisons (IDLs) project will utilize six (6) full-time OHP Troopers throughout the year to act as liaisons to implement activities in support of national highway safety goals in reducing motor vehicle collisions, focusing specifically on alcohol and drug-related impaired driving, and provide assistance to local law enforcement with regard to impaired driving enforcement. Coordination of regional multi-jurisdiction events will occur on a regular basis, to include checkpoints and saturation patrols. Public information and education (PI&amp;E) events, along with media releases when appropriate, will be used to inform the public of events and relevant traffic safety issues. IDLs will be available upon request to speak at media press events. In addition, the IDLs will conduct visits with local law enforcement agencies in support of National Highway Safety initiatives including the Click-It or Ticket and Drive Sober or Get Pulled Over mobilizations and will assist in post-mobilization activity reporting.</p>						
Intended Sub-recipient: Oklahoma Highway Patrol	Staff Oversight: Sam Harcrow					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate			
B5CS-26-01-02-04	Judicial Outreach Liaison (JOL)	405(d)	\$37,360			
Countermeasures: Judicial Education	Planned Activity: Judicial Education					
<b>Planned Activity Description</b>						
<p>The Judicial Outreach Liaison (JOL) project will work to educate members of the judiciary on impaired driving issues; judicial education and outreach are aimed at educating professionals in the adjudication process, targeting judges, and will encompass Municipal Courts, District Courts, and Tribal Courts to reduce impaired driving and increase public safety throughout the state.</p>						
Intended Sub-recipient: OK-DPS	Staff Oversight: Jaclynn Todd					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate		
M5TR-26-01-07-22	Law Enforcement Training – DRE	405(d)	\$462,890		
Countermeasures: Law Enforcement Training	Planned Activity: Impaired Driving Law Enforcement Training 405(d)				
<b>Planned Activity Description</b>					
<p>The Oklahoma City Police Department (OCPD), through the Drug Recognition Expert State Coordinator (DRESC), will host DRE schools in accordance with IACP, NHTSA, and Oklahoma Enhanced Standards to train officers from Oklahoma to become DREs. These officers will work to increase the enforcement of alcohol/drug-related impaired driving laws. The DRESC will work to expand the DRE program by a minimum of thirty (30) DREs via two (2) DRE schools. The DRESC will work with OHSO to provide updates on school recruiting and progress. The courses will consist of a three-day DRE Pre-school and a seven-day DRE school. The classroom portion will be followed by field certification training where students evaluate impaired subjects as required by IACP and Oklahoma enhanced standards.</p>					
Intended Sub-recipient: Oklahoma City PD	Staff Oversight: Jaclynn Todd				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
B5BAC-26-05-01-18	OSBI Toxicology Testing Improvement	405(d)	\$276,756		
Countermeasures: Lab Testing Equipment	Planned Activity: Lab Testing Equipment				
<b>Planned Activity Description</b>					
<p>This project will fund two full-time Criminalist positions to operate the GC/MSD (gas chromatograph/mass selective detector) analysis device, the LC/MS/MS (liquid chromatography/tandem mass spectrometry) and other equipment in the Toxicology Laboratory. These positions will devote 90% of their time to the alcohol/drug analysis of blood samples submitted to the OSBI laboratory for the prosecution of impaired driving cases. The other 10% will be used for continuing education in order to stay current on new trends in Forensic Toxicology. The overarching goal of this project is to eliminate the backlog and complete analysis of blood samples in a timely manner (30 days) and provide reports as quickly as possible to avoid delays in the prosecution of DUI/DUID cases. For the purpose of this project, backlog is defined as any blood sample analysis that is 30 days or older and not assigned to an analyst, with a target turnaround time of 30 days or less per case.</p>					
Intended Sub-recipient: OSBI	Staff Oversight: Jaclynn Todd				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
M5TR-26-01-06-03	Law Enforcement Training	405(d)	\$592,000		
Countermeasures: Law Enforcement Training	Planned Activity: Impaired Driving Law Enforcement Training 405(d)				
<b>Planned Activity Description</b>					
<p>The Board of Test will upon receipt of the first six (6) devices, assign those units to the training classroom for dual operator certification. The Impaired Driving Liaisons (IDL's) will be trained with the first deployment. The remaining units received will be deployed to the metropolitan areas and other locations that breath testing is heavily utilized (i.e. OKC, Tulsa, Lawton) after proper training updates have been completed. Twenty (20) trainings will be conducted in Oklahoma to update and certify operators, some of which may be carried out via webinar. The evidential breath alcohol testing instruments are crucial to enforcing the DUI/DWI/APC laws of Oklahoma. Funding is provided for personnel to prep and deploy each unit to certain areas in Oklahoma. Funding is provided for in-state travel for project personnel regional overnight trainings. Funding is provided for out-of-state travel for project personnel to attend the manufacturer operation and maintenance trainings, or other training/conference with pre-approval from OHSO program manager.</p>					
Intended Sub-recipient: Board of Tests	Staff Oversight: Dale Adkerson				
Estimated Match Amount: None	Estimated Local Benefit: None				
<p>Purchases Costing \$5,000 or more: Purchase of fifty-five (55) board approved evidential breath alcohol testing instruments, subject to NHTSA's conforming products list, @ up to \$15,000 ea for a total of \$580,000 in compliance with the BAA. OHSO will direct pay for all units.</p>					

Project Number	Project Title	Fund Source	Fund Estimate		
B5CS-26-01-02-04	TRSP	405(d)	\$96,143		
Countermeasures: Law Enforcement Training	Planned Activity: Impaired Driving Law Enforcement Training 405(d)				
<b>Planned Activity Description</b>					
<p>The TSRP will promote, coordinate, and provide professional continuing education for prosecutors and law enforcement officers handling impaired driving cases. Education and training will focus on equipping law enforcement officers and prosecutors to effectively prosecute impaired driving cases. Education and training will aim to improve the ability of criminal justice professionals to prosecute/adjudicate misdemeanor and felony Driving Under the Influence of alcohol or drugs (DUI). Possible topics include, but are not limited to legal updates, Cops in Court, current and emerging technologies, and checkpoint operations. As needed, the TSRP will also provide technical assistance to prosecutors in adversarial settings.</p>					
Intended Sub-recipient: OK-DPS	Staff Oversight: Jaclynn Todd				
Estimated Match Amount: None	Estimated Local Benefit: None				
<p>Purchases Costing \$5,000 or more: None</p>					

Project Number	Project Title	Fund Source	Fund Estimate		
B5PEM-26-02-08-01	Impaired Driving Media	405(d)	\$800,000		
Countermeasures: Impaired Driving Prevention Paid Media	Planned Activity: Impaired Driving Public Education and Media				
<b>Planned Activity Description</b>					
In support of national and state high visibility enforcement campaigns, media project objectives include reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above and educating the public on the risks of impaired driving.					
Intended Sub-recipient: VI	Staff Oversight: Megan Cardenas				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
B5PEM-26-02-09-01	Paid Media	405(d)	\$137,000		
Countermeasures: Sports Marketing	Planned Activity: Sports Marketing				
<b>Planned Activity Description</b>					
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.					
Intended Sub-recipient: Learfield - OSU	Staff Oversight: Megan Cardenas				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
B5PEM-26-02-10-01	Paid Media	405(d)	\$137,000		
Countermeasures: Sports Marketing		Planned Activity: Sports Marketing			
Planned Activity Description					
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.					
Intended Sub-recipient: Learfield - OU		Staff Oversight: Megan Cardenas			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
B5PEM-26-02-11-01	Impaired Driving Sports Media	405(d)	\$67,500		
Countermeasures: Impaired Driving Prevention Paid Media		Planned Activity: Impaired Driving Public Education and Media			
Planned Activity Description					
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.					
Intended Sub-recipient: Sports Marketing – Tulsa Drillers		Staff Oversight: Megan Cardenas			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
B5PEM-26-02-12-01	Impaired Driving Sports Media	405(d)	\$50,000		
Countermeasures: Impaired Driving Prevention Paid Media	Planned Activity: Impaired Driving Public Education and Media				
<b>Planned Activity Description</b>					
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.					
Intended Sub-recipient: Sports Marketing – Tulsa Oilers	Staff Oversight: Megan Cardenas				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
B5PEM-26-02-13-01	Impaired Driving Media	405(d)	\$100,000		
Countermeasures: Impaired Driving Prevention Paid Media	Planned Activity: Impaired Driving Public Education and Media				
<b>Planned Activity Description</b>					
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.					
Intended Sub-recipient: Sports Marketing - OKC Comets	Staff Oversight: Megan Cardenas				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

## Program Area: Occupant Protection (OP) (Adult and Child Passenger Safety)

### Description of Highway Safety Problem

The Oklahoma primary seat belt law requires only the driver, front-seat passenger positions, and children under eight (8) in the rear passenger positions to wear safety belts. Unrestrained passenger vehicle fatalities for all seating positions in Oklahoma have decreased over the past several years, from 219 in 2022 to 201 in 2021. While 2024 unrestrained fatality statistics for Oklahoma are not yet finalized by NHTSA's STSI, nationwide data from NHTSA indicates a 7.7% decrease in unrestrained passenger vehicle occupant fatalities in 2024 compared to 2023.

Regarding seat belt use, Oklahoma has seen an increase in its observed statewide seat belt use rate over the last several years. According to the Oklahoma Seat Belt Observation Study, which conforms to NHTSA guidelines, the use rate was 80% in 2022, increased to 81.2% in 2023, and further increased to 86.4% in 2024.

Efforts to expand the law to increase the fine and include other seating positions or raise the age for rear passenger seating positions in the law have so far been unsuccessful. We will continue to promote and support occupant protection education and enforcement efforts to the greatest extent possible.

The Occupant Protection Program Area funding, which consists of 402 and 405B funds, totals approximately \$2,466,669.

Project Number	Project Title	Fund Source	Fund Estimate
OP-26-07-99-26	OP Program Management	402	\$89,204
Countermeasures: Program Management	Planned Activity: Program Management		
Planned Activity Description			
OHSO Program Manager will oversee the selected Occupant Protection programs to determine if projected activity milestones are being met, funds are being utilized properly and assist as needed to facilitate the success of the project activities and to meet performance targets.			
Intended Sub-recipient: OHSO	Staff Oversight: April Soto		
Estimated Match Amount: None	Estimated Local Benefit: None		
Purchases Costing \$5,000 or more: No			

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-01-26	OP HVE	402	\$68,605			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>The Broken Arrow Police Department will conduct overtime high-visibility occupant protection/speed enforcement and any other allowable traffic safety activities in support of state and national goals. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available as well as observational surveys. Data suggests that belt use is lower at night, therefore this grant requires that at least 10% of the occupant protection enforcement hours be worked during nighttime hours. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the high visibility enforcement (HVE) effort to inform and educate the public on occupant protection and speed as well as the agency's ongoing effort to encourage consistent behavior.</p>						
Intended Sub-recipient: Broken Arrow PD	Staff Oversight: Chris Rosacker					
Estimated Match Amount: None	Estimated Local Benefit: \$68,605					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-02-01	OP HVE	402	\$27,000			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>The Comanche County Sheriff's Office will conduct overtime high-visibility enforcement with an emphasis on occupant protection in support of state and national goals. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available, as well as observational surveys. Data suggests that belt use is lower at night. Therefore, this grant requires that at least 10% of the occupant protection enforcement hours be worked during nighttime hours. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on occupant protection, as well as the agency's ongoing effort to encourage consistent behavior.</p>						
Intended Sub-recipient: Comanche County SO	Staff Oversight: Sam Harcrow					
Estimated Match Amount: None	Estimated Local Benefit: \$27,000					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-03-04	OP HVE	402	\$45,000			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>The Glenpool Police Department will conduct overtime traffic safety enforcement with an emphasis on Occupant Protection enforcement in support of state and national goals. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available as well as observational surveys. Data suggests that belt use is lower at night, therefore this grant requires that at least 10% of the occupant protection enforcement hours be worked during nighttime hours.</p>						
Intended Sub-recipient: Glenpool PD	Staff Oversight: Dale Adkerson					
Estimated Match Amount: None	Estimated Local Benefit: \$45,000					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-04-02	OP HVE	402	\$14,000			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>The Harrah Police Department (PD) will conduct overtime high-visibility occupant protection enforcement in support of state and national goals. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available as well as observational surveys. Data suggests that belt use is lower at night, therefore this grant requires that at least 10% of the occupant protection enforcement hours be worked during nighttime hours. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on occupant protection as well as the agency's ongoing effort to encourage consistent behavior.</p>						
Intended Sub-recipient: Harrah PD	Staff Oversight: Sam Harcrow					
Estimated Match Amount: None	Estimated Local Benefit: \$14,000					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-05-22	OP HVE	402	\$114,951			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>The Oklahoma City Police Department will utilize all data and reference sources to identify those times and locations having significant crash rates involving unrestrained fatalities, alcohol-impaired drivers, and fatalities involving pedestrians and bicyclists. These data references will include but not be limited to DDACTS, crash reports, arrest records, and OHSO data. Officers will be assigned to work high visibility enforcement (HVE), and saturation patrols in identified areas. The Greater Oklahoma City Metropolitan Central Region attributes to over 70% unrestrained serious injuries and fatalities for Oklahoma. Using the appropriate funding source, this project will increase occupant protection enforcement to decrease the number of unrestrained fatalities and injuries, will target alcohol-impaired drivers to decrease alcohol-related crashes, and continue to educate the public to decrease the number of vehicular fatalities involving pedestrians and bicyclists by increasing pedestrian and bicycle safety awareness. Public information and education (PI&amp;E) activities will be conducted monthly as part of the HVE effort to inform and educate the public on traffic safety best practices focusing on the dangers of not being properly restrained, dangers of alcohol-impaired driving, and pedestrian/bicycle safety best practices. We will also utilize our social media platforms to encourage occupant restraint usage, publicize our mobilizations and promote pedestrian and bicycle safety awareness through education.</p>						
Intended Sub-recipient: Oklahoma City PD	Staff Oversight: Nicole Phillips					
Estimated Match Amount: None	Estimated Local Benefit: \$114,951					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-08-07	OP HVE	402	\$42,000			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>The Osage County Sheriff's Office will conduct overtime high-visibility enforcement with an emphasis on occupant protection enforcement in support of state and national goals. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available, as well as observational surveys. Data suggests that belt use is lower at night, therefore this grant requires that at least 10% of the occupant protection enforcement hours be worked during nighttime hours. The McIntosh County Sheriff's Office will use the OHSO-provided application to conduct a pre- and post-survey of seat belt use to demonstrate behavior change and will participate in survey training as appropriate. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on occupant protection, as well as the agency's ongoing effort to encourage consistent behavior.</p>						
Intended Sub-recipient: Osage County SO	Staff Oversight: Dale Adkerson					
Estimated Match Amount: None	Estimated Local Benefit: \$42,000					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-06-20	OP HVE	402	\$1,013,058			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>Under the direction of the grant funded Statewide OP Law Enforcement (LE) Coordinator, the Oklahoma Highway Patrol (OHP) will conduct overtime high visibility occupant protection enforcement in support of state and national goals. To identify those times and locations for enforcement activity, the OP LE Coordinator shall utilize all state and local data and reference sources available as well as observational surveys. To target resources to critical areas of the state, the OHSO, in cooperation with OHP, will develop an OHP OP Strategic Plan. This plan will provide resources to specific problematic areas included within the 13 OHP field troops allowing focused efforts in Troop jurisdictions with a large portion of rural roads and state highways where many unrestrained fatalities and serious injuries occur.</p>						
Intended Sub-recipient: Oklahoma Highway Patrol	Staff Oversight: Sam Harcrow					
Estimated Match Amount: None	Estimated Local Benefit:					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-07-20	OP HVE	405(b)	\$126,365			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>Under the direction of the grant-funded, Statewide OP Law Enforcement (LE) Coordinator, the Oklahoma Highway Patrol will conduct high visibility seat belt enforcement utilizing overtime hours in support of State and National goals to promote increased seat belt use and thereby reduce the incidence and severity of KA crashes statewide. To identify those times and locations where unrestrained KA crashes most often occur, the OP LE Coordinator will utilize all data and reference sources available including violation reports, crash reports, arrest records, public complaints, and other sources such as the Statewide Seat Belt Observational Survey and the Oklahoma Occupant Protection Plan. Utilizing both state and local seat belt use survey data, Troopers will conduct focused enforcement efforts in counties impacting 70% of the State's population. At least 10% of projected overtime hours will be utilized during nighttime enforcement efforts.</p>						
Intended Sub-recipient: Oklahoma Highway Patrol	Staff Oversight: Sam Harcrow					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-09-19	OP HVE	402	\$121,000			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>The Tulsa Police Department will conduct overtime high-visibility occupant protection, speed, and any other traffic enforcement activities in support of state and national goals. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available as well as observational surveys. Data suggests that belt use is lower at night, therefore this grant requires that at least 10% of the occupant protection enforcement hours be worked during nighttime hours. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on occupant protection as well as the agency's ongoing effort to encourage consistent behavior.</p>						
Intended Sub-recipient: Tulsa PD	Staff Oversight: Dale Adkerson					
Estimated Match Amount: None	Estimated Local Benefit: \$121,000					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
OP-26-03-10-04	OP HVE	402	\$17,655			
Countermeasures: HVE	Planned Activity: State and Local OP HVE					
<b>Planned Activity Description</b>						
<p>The City of Tuttle Police Department will conduct overtime high-visibility occupant protection, speed, and any other traffic enforcement activities in support of state and national goals. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available as well as observational surveys. Data suggests that belt use is lower at night, therefore this grant requires that at least 10% of the occupant protection enforcement hours be worked during nighttime hours. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on occupant protection as well as the agency's ongoing effort to encourage consistent behavior.</p>						
Intended Sub-recipient: Tuttle PD	Staff Oversight: Chris Rosacker					
Estimated Match Amount: None	Estimated Local Benefit: \$17,655					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate		
OP-26-03-11-26	OP Awards Program	402	\$10,000		
Countermeasures: CPS Technician Training & Education	Planned Activity: State and Local CPS Education				
<b>Planned Activity Description</b>					
<p>The Buckledown Awards Program is the largest Law Enforcement Awards Program in the State of Oklahoma. Our purpose is to annually recognize state law enforcement officers, deputies and troopers for outstanding work in enforcement and prevention efforts in occupant protection, impaired driving and traffic safety. Recognition is based on the individual officer's initiative and use of enforcement and prevention efforts designed to reduce traffic collisions and their resulting injuries, deaths and property damage. In 2023 we recognized over 200 officers, deputies, and troopers.</p>					
Intended Sub-recipient: Tulsa Safe Kids	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit:				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
B2CPS_US-26-02-01-28	Child Passenger Safety Program	405(b)	\$51,750		
Countermeasures: Statewide Car Seat Distribution Program	Planned Activity: State and Local Child Car Seat Distribution Program				
<b>Planned Activity Description</b>					
<p>Safe Kids Oklahoma (SKO) will utilize qualified, experienced employees (both staff and contracted individuals) to implement programs to include car seat distribution workshops, statewide inspection stations; educational opportunities regarding child passenger restraints and seat belt use for parents, caregivers, teachers, teens and children; car seat checkup events; CPS Technician certification or recertification classes; technical support for child passenger technicians; and outreach. Outreach may include but is not limited to partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKO staff and volunteers will host and assist with car seat check-up events in the Oklahoma City metro and other designated rural areas statewide, providing families the ability to receive installation and educational services. Car seat distribution stations will ensure distribution to those in a low-income status only. SKO will assist with compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKO will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday.</p>					
Intended Sub-recipient: Safe Kids Oklahoma	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
M2CPS-26-02-03-28 UNATTD-26-02-01-28	Child Passenger Safety Program	405(b) 402	\$292,404 \$1,390		
Countermeasures: CPS Technician Training and Education	Planned Activity: State and Local Child Passenger Safety Education				
<b>Planned Activity Description</b>					
<p>Safe Kids Oklahoma (SKO) will utilize qualified, experienced employees (both staff and contracted individuals) to implement programs to include car seat distribution workshops, statewide inspection stations; educational opportunities regarding child passenger restraints and seat belt use for parents, caregivers, teachers, teens and children; car seat checkup events; CPS Technician certification or recertification classes; technical support for child passenger technicians; and outreach. Outreach may include but is not limited to partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKO staff and volunteers will host and assist with car seat check-up events in the Oklahoma City metro and other designated rural areas statewide, providing families the ability to receive installation and educational services. Car seat distribution stations will ensure distribution to those in a low-income status only. SKO will assist with compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKO will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday.</p>					
Intended Sub-recipient: Safe Kids Oklahoma	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
B2CPS_US-26-02-02-26	Car Seat Distribution	402	\$60,000		
Countermeasures: Statewide Car Seat Distribution Program	Planned Activity: State and Local Child Car Seat Distribution Program				
<b>Planned Activity Description</b>					
<p>Safe Kids Tulsa (SKT) will employ a full-time CPS Rural Coordinator and a part-time CPS Metro Coordinator to coordinate CPS certification training, CPS workshops, education, events, outreach, and technical support in Child Passenger Safety in the Tulsa Metro area and throughout Eastern Oklahoma. Under the direction of the CPS Coordinators, SKT will utilize qualified and experienced part-time employees to implement programs including car seat distribution, inspection stations, educational opportunities for parents and caregivers, checkup events, CPS certification, and re-certification classes and CEU Tech Update classes in support of child passenger safety technicians and outreach. Outreach may include but is not limited to, partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKT staff and volunteers will host and assist with car seat checkup events in the Tulsa metro and other designated rural areas providing families the ability to receive installation and educational services. SKT will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday. Car seat distribution stations will ensure distribution to those in a low-income status only.</p>					
Intended Sub-recipient: Safe Kids Tulsa	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate
M2CPS-26-02-04-26 UNATTD-26-02-02-26	Child Passenger Safety Program	405(b) 402	\$279,637 \$1,422
Countermeasures: CPS Technician Training and Education	Planned Activity: State and Local Child Passenger Safety Education		
<b>Planned Activity Description</b>			
<p>Safe Kids Tulsa (SKT) will employ a full-time CPS Rural Coordinator and a part-time CPS Metro Coordinator to coordinate CPS certification training, CPS workshops, education, events, outreach, and technical support in Child Passenger Safety in the Tulsa Metro area and throughout Eastern Oklahoma. Under the direction of the CPS Coordinators, SKT will utilize qualified and experienced part-time employees to implement programs including car seat distribution, inspection stations, educational opportunities for parents and caregivers, checkup events, CPS certification, and re-certification classes and CEU Tech Update classes in support of child passenger safety technicians and outreach. Outreach may include but is not limited to, partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKT staff and volunteers will host and assist with car seat checkup events in the Tulsa metro and other designated rural areas providing families the ability to receive installation and educational services. SKT will assist with compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKT will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday.</p>			
Intended Sub-recipient: Safe Kids Tulsa	Staff Oversight: Chris Rosacker		
Estimated Match Amount: None	Estimated Local Benefit: None		
Purchases Costing \$5,000 or more: No			

Project Number	Project Title	Fund Source	Fund Estimate
M2TR-26-01-06-26	Martha Collar Tech Reunion	405(b)	\$28,000
Countermeasures: CPS Technician Training and Education	Planned Activity: State and Local CPS Education		
<b>Planned Activity Description</b>			
<p>Safe Kids Tulsa (SKT) will coordinate and conduct the Annual Martha Collar Tech Reunion providing the opportunity for CPS Technicians and Instructors to receive all 6 CEUs needed for recertification in a single day. In addition, a CPS Instructor Workshop will also be held the day prior. The CPS Instructor Workshop will help participants deliver the National Child Passenger Safety Certification curriculum in an engaging manner and provide participants with the opportunity to improve their skills and abilities to educate adult learners and become better public speakers in any setting.</p>			
Intended Sub-recipient: Safe Kids Tulsa	Staff Oversight: Sam Harcrow		
Estimated Match Amount: None	Estimated Local Benefit: None		
Purchases Costing \$5,000 or more: No			

Project Number	Project Title	Fund Source	Fund Estimate		
M2OP-26-06-05-06	Seat belt Use Survey	405(b)	\$133,229		
Countermeasures: Annual Survey	Planned Activity: Annual Survey				
<b>Planned Activity Description</b>					
<p>States are required to conduct annual seat belt observation surveys based upon criteria set forth by the National Highway Traffic Safety Administration. Oklahoma usually conducts its annual survey during the summer months of June and July; however, with the current health crisis, the survey will now be conducted in CY Q4. The results of this survey are not only used to determine an increase or decrease in the states use rate, but also to identify those areas of the state needing increased attention in occupant protection activities.</p>					
Intended Sub-recipient: University of Central Oklahoma	Staff Oversight: Sam Harcrow				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
UNATTD-26-07-99-26	UNATTD Program Management	402	\$16,437		
Countermeasures: Program Management	Planned Activity: Program Management				
<b>Planned Activity Description</b>					
<p>OHSO Program Manager will oversee the selected Occupant Protection programs to determine if projected activity milestones are being met, funds are being utilized properly and assist as needed to facilitate the success of the project activities and to meet performance targets.</p>					
Intended Sub-recipient: OHSO	Staff Oversight: April Soto				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

## Program Area: Driver Education/Teen Traffic Safety Program/Rail Grade Crossing/Distracted Driving

### Description of Highway Safety Problem

The primary goals of any traffic safety program are to identify, develop, and promote programs to positively affect a change in behavior to reduce the number and severity of traffic crashes. Traffic Safety information and education must reach drivers of all ages, but young drivers are especially prone to risky and unsafe driving behaviors. Several strategies will be employed to develop programs designed to educate the driver and influence behavioral changes in driving to decrease the number and severity of traffic crashes. Strategies proposed for the Driver Education program will have the potential to impact all areas of the state, based on available opportunities, with particular emphasis on texting and driving. The selected countermeasure strategies are evidence-based and have been shown to have a positive effect on changing attitudes, and behaviors related to these at-risk behaviors with the target of reducing the number of fatalities and injuries crashes involving distracted driving and risk-taking behaviors. The Driver Education/Teen Safety/Rail Grade Crossing/Distracted Program Area funding, which consists of 402 and 405(e) funds, totals approximately \$1,421,190.

Project Number	Project Title	Fund Source	Fund Estimate
DE-26-07-99-26	Driver Education Program Management	402	\$29,809
Countermeasures: HSO Program Management		Planned Activity: Program Management	
Planned Activity Description			
OHSO Program Manager will oversee the selected Driver Education programs to determine if projected activity milestones are being met, funds are being utilized properly and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.			
Intended Sub-recipient: OHSO		Staff Oversight: April Soto	
Estimated Match Amount: None		Estimated Local Benefit: None	
Purchases Costing \$5,000 or more: No			

Project Number	Project Title	Fund Source	Fund Estimate		
B8A*DE-26-02-02-19	Driver Education	405(e)	\$221,179		
Countermeasures: Public Information and Education		Planned Activity: Driver Education Programs			
<b>Planned Activity Description</b>					
Traffic Safety Educators: Two (2) full-time deputies will be funded as Traffic Safety Educators charged with conducting traffic safety programs statewide, utilizing the Rollover Simulator, Mule/Gator vehicle, and Distracted/Impaired Driver Simulator to provide outreach statewide. These deputies will partner with schools, non-profits, and other agencies to expand opportunities to elevate traffic safety programs throughout the state of Oklahoma.					
Intended Sub-recipient: Oklahoma County		Staff Oversight: Sam Harcrow			
Estimated Match Amount: None		Estimated Local Benefit: \$279,132			
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
DE-26-01-02-19	Teen Traffic Safety Program	402	\$17,955		
Countermeasures: Advanced Driver Training Course		Planned Activity: PI&E – Young Driver Education Course			
<b>Planned Activity Description</b>					
The Tulsa County Sheriff's Office will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and all reference sources available. General traffic enforcement will address a greater variety of traffic violations, dependent upon local problem identification. This project will emphasize speed enforcement, in response to local data-driven needs. Public information and education (PI&E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.					
Intended Sub-recipient: Tulsa County SO		Staff Oversight: Dale Adkerson			
Estimated Match Amount: None		Estimated Local Benefit: \$17,955			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
DE-26-02-01-12	Teen Distracted Driving Prevention	402	\$251,683		
Countermeasures: Communication on Outreach and Distracted Driving	Planned Activity: Teen Traffic Safety Outreach and Education				
<b>Planned Activity Description</b>					
<p>Oklahoma Challenge: Educational Alternatives (EA) will recruit students from 120 middle school, high school, and technical schools within the state of Oklahoma, specifically, students who are members of the Oklahoma Family Career and Community Leaders of America (FCCLA) as well as other student groups. EA will host at least 4 Oklahoma Challenge Conferences. These student organizations will send school teams to the Oklahoma Challenge conferences. The adult school advisors of each school team will also attend the conferences. Older peers, including college students, alumni from the organizations, and current leadership officers, will facilitate the conferences. The older peers will motivate and train the students and advisors while informing them of Oklahoma rules, regulations, and penalties of seat belt noncompliance, distracted driving, and other traffic safety information. The staff will also recruit other safety organizations to provide hands-on activities/booths for the students. These peer-to-peer interactions and learning activities will motivate the students and advisors to wear their seat belts, drive without distraction, and to develop plans designed to raise awareness among their friends, family, and local communities. EA will conduct a statewide awards program judging and honoring school teams who creatively implement these plans. Further, EA will provide on-going year-round resources and support through the Oklahoma Challenge website, social media, presentations, and Mini-Challenges at specific school sites.</p>					
Intended Sub-recipient: Education Alternatives	Staff Oversight: Jaclynn Todd				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
RS-26-07-99-26	Rail Grade Crossing Program Management	402	\$7,966		
Countermeasures: HSO Program Management	Planned Activity: Program Management				
<b>Planned Activity Description</b>					
<p>OHSO Program Manager will oversee the selected Rail Grade Crossing programs to determine if projected activity milestones are being met, funds are being utilized properly and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.</p>					
Intended Sub-recipient: OHSO	Staff Oversight: April Soto				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate			
RS-26-02-01-22	Rail Grade Crossing	402	\$109,250			
Countermeasures: Pedestrian Safety Zones	Planned Activity: Pedestrian Safety Zones					
<b>Planned Activity Description</b>						
<p>Oklahoma Operation Lifesaver (OKOL) will utilize a force of 46 active trained volunteers to present rail grade crossing safety education to various groups, including law enforcement officers, emergency responders, bus drivers, truck drivers, and an array of community groups about highway safety at railroad crossings. OKOL will recruit and train four (4) new volunteers by the end of the project year. OKOL will also provide GCCI training to law enforcement officers statewide. OKOL will work with the OHSO to contract with various media outlets providing information and awareness of the potential dangers of inappropriate or unsafe driver behavior at railroad crossings through Public Service Announcements. Coaches and Trainers will receive web-based continuing education through the National Lifesaver website. Out-of-state travel funds are provided for refresher training for Coaches at regional conferences.</p>						
Intended Sub-recipient: Operation Lifesavers	Staff Oversight: Jake Probst					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate			
TSP-26-07-99-26	Teen Traffic Safety Program Management	402	\$8,219			
Countermeasures: HSO Program Management	Planned Activity: Program Management					
<b>Planned Activity Description</b>						
<p>OHSO Program Manager will oversee the selected Teen Traffic Safety programs to determine if projected activity milestones are being met, funds are being utilized properly and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.</p>						
Intended Sub-recipient: OHSO	Staff Oversight: April Soto					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate		
TSP-26-02-08-05	Teen Traffic Safety Program	402	\$49,500		
Countermeasures: Driver Education and Training		Planned Activity: Teen Safety Outreach and Education			
<b>Planned Activity Description</b>					
<p>The TFI program manager will work closely with the OHSO program manager and other department members to identify at-risk areas who are eligible to receive the grant-sponsored program. From there, the TFI program manager will use relevant data at the state and national levels to create a custom program specific to OK future and teen drivers. Once prepared, the TFI program manager will submit a program draft for approval to the OHSO program manager. Once approved, the TFI program manager will create a survey tool to measure the effectiveness of the program. Usually in tandem to the content approval process, the TFI program manager will work to compile eligible school contact information, target program availability dates, and then begin outreach to eligible schools. As programs are scheduled, TFI program manager provides updates via monthly reports via OGX but also to other stakeholders, i.e. OK Challenge and FCCLA contacts to increase community impact and other grantee/program visibility. TFI program manager also oversees the survey process and tabulates surveys once received back from participating schools. The TFI program manager will produce a comprehensive report on the survey findings by outlined due date for the fiscal year.</p>					
Intended Sub-recipient: TJohnE Productions		Staff Oversight: Chris Rosacker			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
DD-26-07-99-26	Distracted Driving Program Management	402	\$20,922		
Countermeasures: HSO Program Management		Planned Activity: Program Management			
<b>Planned Activity Description</b>					
<p>OHSO Program Manager will oversee the selected Distracted Driving programs to determine if projected activity milestones are being met, funds are being utilized properly, and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.</p>					
Intended Sub-recipient: OHSO		Staff Oversight: April Soto			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate			
DD-26-03-01-25	Distract Driving HVE	402	\$133,000			
Countermeasures: HVE	Planned Activity: State and Local Distracted Driving HVE					
<b>Planned Activity Description</b>						
<p>The Bixby Police Department will conduct overtime high visibility enforcement with an emphasis on distracted driving, in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will also emphasize distracted driving enforcement, in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of distracted driving related traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>						
Intended Sub-recipient: Bixby PD	Staff Oversight: Jake Probst					
Estimated Match Amount: None	Estimated Local Benefit: \$133,000					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
DD-26-03-02-07	Distract Driving HVE	402	\$49,920			
Countermeasures: HVE	Planned Activity: State and Local Distracted Driving HVE					
<b>Planned Activity Description</b>						
<p>The Caddo County Sheriff's Office (CCSO) will conduct overtime traffic enforcement with an emphasis on Distracted Driving in support of State and National goals to reduce the incidence of KA crashes in Caddo County. Officers will work in an overtime capacity conducting enhanced traffic enforcement efforts under the CCSO's policies to identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize distracted driving enforcement, in response to local data-driven needs. The Project Director will utilize all available data and various analytics to identify peak days, times, and locations when crashes are most likely to occur. Officers will be assigned to work high-visibility enforcement in identified areas.</p>						
Intended Sub-recipient: Caddo County SO	Staff Oversight: Jake Probst					
Estimated Match Amount: None	Estimated Local Benefit: \$49,920					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate		
DD-26-03-03-23	Distract Driving HVE	402	\$16,500		
Countermeasures: HVE	Planned Activity: State and Local Distracted Driving HVE				
<b>Planned Activity Description</b>					
<p>The Durant Police Department will conduct overtime traffic enforcement with an emphasis on Distracted Driving in support of State and National goals to reduce the incidence of KA crashes in the City of Durant. Officers will work in an overtime capacity conducting enhanced traffic enforcement efforts under the Durant Police Department's policies to identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize distracted driving enforcement, in response to local data-driven needs. The Project Director will utilize all available data and various analytics to identify peak days, times, and locations when crashes are most likely to occur. Officers will be assigned to work high-visibility enforcement in identified areas.</p>					
Intended Sub-recipient: Durant PD	Staff Oversight: Jake Probst				
Estimated Match Amount: None	Estimated Local Benefit: \$16,500				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
B8A*DD-26-02-02-19	Distract Driving Survey	402	\$134,594		
Countermeasures: Distracted Driving Survey	Planned Activity: Statewide Distracted Driving Observational Survey				
<b>Planned Activity Description</b>					
<p>Beginning in FFY26, the University of Central Oklahoma (UCO) will conduct a visual distracted driving survey, under contract with the Oklahoma Highway Safety Office (OHSO). Funding will be provided for salary/benefits of a Principal Investigator and Project Manager who will provide planning, oversight, and reporting of the project. Funding will also be provided for salary/benefits part-time observers who will conduct visual surveys and collect data; and part-time data entry personnel to compile and assist with project records. Additionally, funding will also be provided for a statistician who will assist in site selection and data analysis.</p>					
Intended Sub-recipient: UCO	Staff Oversight: Sam Harcrow				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate			
M8PE-26-02-04-01	Public Information and Education	405(e)	\$476,037			
Countermeasures: Public Information and Education	Planned Activity: Distracted Driving Community Outreach and Education					
<b>Planned Activity Description</b>						
<p>Public education and awareness programs designed to inform motorists and other road users about the dangers of distracted driving, including the impact of inattention on roadway safety; the importance of staying alert and minimizing distractions such as mobile device use, eating, or other non-driving activities; and the benefits of compliance with State and local laws prohibiting or limiting distracted driving. These programs also emphasize the responsibilities of drivers in maintaining focus, understanding the consequences of distracted behavior, and recognizing the role of distraction in crashes involving all road users. Infrastructure improvements and enforcement strategies may also be highlighted to support reduced distracted driving and improve overall traffic safety.</p>						
Intended Sub-recipient: VI	Staff Oversight: Megan Cardenas					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more: No						

## Program Area: Speed Management

### Description of Highway Safety Problem

Speed-related fatalities continue to be a significant and growing concern in Oklahoma. While comprehensive, finalized data for 2024 from NHTSA's STIS website for Oklahoma is not yet fully available, national trends and available preliminary state data highlight a persistent and alarming upward trajectory in speed-related crashes. This indicates that speed-related fatality and serious injury crashes are increasingly becoming Oklahoma's number one problem area. For Oklahoma, while precise, finalized 2024 speed-related fatality numbers are pending, the Oklahoma Highway Safety Office (OHSO) consistently identifies speeding as a leading contributing factor to crashes. Historical data shows that fatal crashes involving unsafe speeds in Oklahoma increased significantly from 1592 in 2022 to 230 in 2023. This upward trend is expected to have continued or stabilized at elevated levels in subsequent years, reinforcing the severity of the problem. Through the problem identification process, all other locales, both by city and county, were ranked based on their crash data. These results were then carefully considered in the project evaluation process to ensure that resources and interventions are strategically allocated to address the most critical areas for speed management and education across the state. The Speed Management Program Area funding, which consists of 402 funds, totals approximately \$1,805,646.

Project Number	Project Title	Fund Source	Fund Estimate
SC-26-07-99-26	Speed Management Program Management	402	\$ 324,565
Countermeasures: HSO Program Management	Planned Activity: Program Management		
Planned Activity Description			
Intended Sub-recipient: OHSO	Staff Oversight: April Soto		
Estimated Match Amount: None	Estimated Local Benefit: None		
Purchases Costing \$5,000 or more: No			

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-01-01	Speed Management	402	\$12,000		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Achille Police Department will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize available state and local data and reference sources. Speeding and Speed Management enforcement will address a greater variety of traffic violations, dependent upon local problem identification. This project will also emphasize Speeding and Speed Management enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Achille PD		Staff Oversight: Dale Adkerson			
Estimated Match Amount: None		Estimated Local Benefit: \$12,000			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-02-02	Speed Management	402	\$12,765		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Anadarko Police Department will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize available state and local data and reference sources. Speeding and Speed Management enforcement will address a greater variety of traffic violations, dependent upon local problem identification. This project will also emphasize Speeding and Speed Management enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Anadarko PD		Staff Oversight: Jake Probst			
Estimated Match Amount: None		Estimated Local Benefit: \$12,765			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-03-01	Speed Management	402	\$15,000		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Arkoma Police Department will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize available state and local data and reference sources. Speeding and Speed Management enforcement will address a greater variety of traffic violations, dependent upon local problem identification. This project will also emphasize Speeding and Speed Management enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Arkoma PD		Staff Oversight: Dale Adkerson			
Estimated Match Amount: None		Estimated Local Benefit: \$15,000			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-04-12	Speed Management	402	\$30,000		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Bethany Police Department will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize available state and local data and reference sources. Speeding and Speed Management enforcement will address a greater variety of traffic violations, dependent upon local problem identification. This project will also emphasize Speeding and Speed Management enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Bethany PD		Staff Oversight: Jake Probst			
Estimated Match Amount: None		Estimated Local Benefit: \$30,000			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-05-08	Speed Management	402	\$40,629		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Bryan County Sheriff's Office will conduct overtime traffic safety enforcement with an emphasis on Speed Abatement in support of State and National goals to contribute to the reduction in the incidence of KA crashes in Bryan County. Deputies will work in an overtime capacity under the Bryan County Sheriff's Department policies to identify those times and locations where KA crashes most often occur. This project will emphasize Speeding and Speed Management utilizing high visibility enforcement, in response to local data-driven needs. The Project Director will utilize all available data and various analytics to identify peak days, times, and locations when crashes are most likely to occur. Deputies will be assigned to work high-visibility enforcement in identified areas. Public information and education (PI&amp;E) addressing speed and other dangerous traffic safety behavior will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety.</p>					
Intended Sub-recipient: Bryan County SO	Staff Oversight: Jake Probst				
Estimated Match Amount: None	Estimated Local Benefit: \$40,629				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-06-17	Speed Management	402	\$12,000		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Calera Police Department will conduct overtime high visibility enforcement, with an emphasis on speed, in support of state and national goals to contribute to the reduction of KA crashes in the community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement, in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of speed related traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Calera PD	Staff Oversight: Jake Probst				
Estimated Match Amount: None	Estimated Local Benefit: \$12,000				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-07-01	Speed Management	402	\$14,845		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Colbert Police Department will conduct overtime high visibility enforcement, with an emphasis on speed, in support of state and national goals to contribute to the reduction of KA crashes in the community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement, in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of speed related traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Colbert PD	Staff Oversight: Sam Harcrow				
Estimated Match Amount: None	Estimated Local Benefit: \$14,845				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-08-13	Speed Management	402	\$21,584		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Del City Police Department will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize available state and local data and reference sources. This project will also emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Del City PD	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$21,584				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-09-28	Speed Management	402	\$37,750		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Edmond Police Department will conduct overtime traffic safety enforcement with an emphasis on Speed Abatement in support of State and National goals to reduce the incidence of KA crashes in the City of Edmond. Officers will work in an overtime capacity conducting enhanced traffic enforcement efforts under the Edmond Police Department policies to identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, and OHSO data. This project will emphasize Speeding and Speed Management enforcement, in response to local data-driven needs. The Project Director will utilize all available data and various analytics to identify peak days, times, and locations when crashes are most likely to occur. Officers will be assigned to work high visibility enforcement (HVE) in the department's jurisdiction.</p>					
Intended Sub-recipient: Edmond PD	Staff Oversight: Jaclynn Todd				
Estimated Match Amount: None	Estimated Local Benefit: \$37,750				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-10-03	Speed Management	402	\$35,761		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Guthrie Police Department will conduct high visibility speed enforcement utilizing overtime hours in support of State of Oklahoma and National goals to reduce the incidents of KAB crashes in the City of Guthrie. To identify the times and locations where KAB crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement, in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of speed related traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Guthrie PD	Staff Oversight: Jake Probst				
Estimated Match Amount: None	Estimated Local Benefit: \$35,761				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-11-01	Speed Management	402	\$10,000		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Hominy Police Department will conduct high visibility speed enforcement utilizing overtime hours in support of State of Oklahoma and National goals to reduce the incidents of KAB crashes in the City of Guthrie. To identify the times and locations where KAB crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement, in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of speed related traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Hominy PD		Staff Oversight: Sam Harcrow			
Estimated Match Amount: None		Estimated Local Benefit: \$10,000			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-12-01	Speed Management	402	\$15,000		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Kay County Sheriff's Office will conduct high visibility speed enforcement utilizing overtime hours in support of State of Oklahoma and National goals to reduce the incidents of KAB crashes in the City of Guthrie. To identify the times and locations where KAB crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement, in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of speed related traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Kay County SO		Staff Oversight: Sam Harcrow			
Estimated Match Amount: None		Estimated Local Benefit: \$15,000			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-13-23	Speed Management	402	\$79,258		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Lawton Police Department will conduct high visibility speed enforcement utilizing overtime hours in support of State of Oklahoma and National goals to reduce the incidents of KAB crashes in the City of Guthrie. To identify the times and locations where KAB crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement, in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of speed related traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Lawton PD		Staff Oversight: Jake Probst			
Estimated Match Amount: None		Estimated Local Benefit: \$79,258			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-15-01	Speed Management	402	\$20,000		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Mayes County Sheriff's Office will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources that are available. This project will also emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Mayes County SO		Staff Oversight: Nicole Phillips			
Estimated Match Amount: None		Estimated Local Benefit: \$20,000			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-16-17	Speed Management	402	\$79,501		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The McAlester Police Department will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources that are available. This project will also emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: McAlester PD	Staff Oversight: Sam Harcrow				
Estimated Match Amount: None	Estimated Local Benefit: \$79,501				
<p>Purchases Costing \$5,000 or more: Purchase of one (1) Kustom SMART 18 Radar Mobile Speed Trailer. Maximum total reimbursement amount - \$11,396.00 including shipping costs, if applicable.</p>					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-17-02	Speed Management	402	\$16,000		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The McLoud Police Department will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources that are available. This project will also emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: McLoud PD	Staff Oversight: Jake Probst				
Estimated Match Amount: None	Estimated Local Benefit: \$16,000				
<p>Purchases Costing \$5,000 or more: No</p>					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-18-22	Speed Management	402	\$47,060		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Midwest City Police Department will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources that are available. This project will also emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Midwest City PD	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$47,060				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-19-04	Speed Management	402	\$52,875		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Moore Police Department will conduct overtime traffic safety enforcement with an emphasis on high visibility speed enforcement in support of state and national goals to reduce the incidence of KA crashes in the community. To identify those times and locations where KA crashes most often occur, the Project Manager will utilize state and local data and reference sources available. General traffic enforcement will address a greater variety of traffic violations, dependent upon local problem identification.</p>					
Intended Sub-recipient: Moore PD	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: \$52,875				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-20-02	Speed Management	402	\$46,032		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Mustang Police Department will conduct overtime high visibility enforcement with an emphasis on speed in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources that are available. This project will also emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Mustang PD		Staff Oversight: Chris Rosacker			
Estimated Match Amount: None		Estimated Local Benefit: \$46,032			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-21-19 B8A*SC-26-02-02-19	Speed Management HVE	402 405(e)	\$79,736 \$120,264		
Countermeasures: Speed Management HVE and Public Information and Education		Planned Activity: State and Local Speed HVE and Driver Education Programs			
<b>Planned Activity Description</b>					
<p>The Oklahoma County Sheriff's Office (OCSO) will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director should utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement is intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification. The project director will work with the program manager and assess all data to address areas of concern, including, but not limited to, Occupant Protection, Impaired Driving, and Speeding. High visibility Occupant Protection enforcement, Impaired driving enforcement, Speed enforcement, and saturation patrols will be utilized to address these focus areas. The program manager will provide feedback and request directed enforcement throughout the grant year based on prior reporting and coordinated activities. Overtime hours will be paid at the rate determined by the Oklahoma County Sheriff's Office subject to the policies therein, not to exceed 1.5 times hourly rate unless contractually required. Part-time hours worked by part-time or reserve deputies will be paid at the regular rate of the deputy according to department policy. Traffic Safety Educators: Two (2) full-time deputies will be funded as Traffic Safety Educators charged with conducting traffic safety programs statewide, utilizing the Rollover Simulator, Mule/Gator vehicle, and Distracted/Impaired Driver Simulator to provide outreach statewide. These deputies will partner with schools, non-profits, and other agencies to expand opportunities to elevate traffic safety programs throughout the state of Oklahoma.</p>					
Intended Sub-recipient: Oklahoma County SO		Staff Oversight: Jake Probst			
Estimated Match Amount: None		Estimated Local Benefit: \$200,000			
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-22-01	Speed Management	402	\$9,789		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Oologah Police Department (PD) will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Oologah PD		Staff Oversight: Sam Harcrow			
Estimated Match Amount: None		Estimated Local Benefit: \$9,789			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-23-21	Speed Management	402	\$105,042		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Owasso Police Department (PD) will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Owasso PD		Staff Oversight: Jake Probst			
Estimated Match Amount: None		Estimated Local Benefit: \$105,042			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-24-01	Speed Management	402	\$18,796		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Piedmont Police Department (PD) will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Piedmont PD		Staff Oversight: Dale Adkerson			
Estimated Match Amount: None		Estimated Local Benefit: \$18,796			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-25-02	Speed Management	402	\$22,000		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Pocola Police Department (PD) will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Pocola PD		Staff Oversight: Nicole Phillips			
Estimated Match Amount: None		Estimated Local Benefit: \$22,000			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-26-03	Speed Management	402	\$13,073		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Poteau Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Poteau PD	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: \$13,073				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-27-16	Speed Management	402	\$25,000		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Pottawatomie County Sheriff's Office will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: County SO	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: \$25,000				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-28-03	Speed Management	402	\$54,329		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Sand Springs Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Sand Springs PD	Staff Oversight: Dale Adkerson				
Estimated Match Amount: None	Estimated Local Benefit: \$54,329				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-29-14	Speed Management	402	\$34,928		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Sapulpa Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Sapulpa PD	Staff Oversight: Sam Harcrow				
Estimated Match Amount: None	Estimated Local Benefit: \$34,928				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-30-01	Speed Management	402	\$15,000		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Seminole County Sheriff's Office will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Seminole County SO	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$15,000				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-31-20	Speed Management	402	\$43,200		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Shawnee Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Shawnee PD	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: \$43,200				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-32-03	Speed Management	402	\$32,845		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Skiatook Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Skiatook PD	Staff Oversight: Dale Adkerson				
Estimated Match Amount: None	Estimated Local Benefit: \$32,845				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-33-01	Speed Management	402	\$25,000		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Village Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: The Village PD	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$25,000				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-34-19	Speed Management	402	\$139,500		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Tulsa County Sheriff's Office will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and all reference sources available. General traffic enforcement will address a greater variety of traffic violations, dependent upon local problem identification. This project will emphasize speed enforcement, in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Tulsa County SO		Staff Oversight: Dale Adkerson			
Estimated Match Amount: None		Estimated Local Benefit: \$139,500			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-35-04	Speed Management	402	\$27,531		
Countermeasures: Speed Management HVE		Planned Activity: State and Local Speed HVE			
<b>Planned Activity Description</b>					
<p>The Verdigris Police Department (VPD) will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. This project will emphasize speed enforcement in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification.</p>					
Intended Sub-recipient: Verdigris PD		Staff Oversight: Dale Adkerson			
Estimated Match Amount: None		Estimated Local Benefit: \$27,531			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-36-07	Speed Management	402	\$37,500		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Wagoner County Sheriff's Office (WCSO) will conduct high visibility enforcement in support of state and national goals to reduce the number of KA crashes in our community. To identify times and locations where KA crashes most often occur, the Project Director shall utilize all available reference sources available. This project will emphasize speed enforcement, in response to local data-driven needs. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.</p>					
Intended Sub-recipient: Wagoner County SO	Staff Oversight: Dale Adkerson				
Estimated Match Amount: None	Estimated Local Benefit: \$37,500				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-37-04	Speed Management	402	\$15,000		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Warr Acres Police Department will conduct overtime high-visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in their community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification.</p>					
Intended Sub-recipient: Warr Acres PD	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: \$15,000				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-38-01	Speed Management	402	\$12,000		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Washita County Sheriff's Office will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in their community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and other reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification.</p>					
Intended Sub-recipient: Washita County SO	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$12,000				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-39-01	Speed Management	402	\$12,000		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Woods County Sheriff's Office will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in their community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and other reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification.</p>					
Intended Sub-recipient: Woods County SO	Staff Oversight: Nicole Phillips				
Estimated Match Amount: None	Estimated Local Benefit: \$12,000				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
SC-26-03-40-04	Speed Management	402	\$25,488		
Countermeasures: Speed Management HVE	Planned Activity: State and Local Speed HVE				
<b>Planned Activity Description</b>					
<p>The Yukon Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of impaired driving in their community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and other reference sources available. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification.</p>					
Intended Sub-recipient: Yukon PD	Staff Oversight: Chris Rosacker				
Estimated Match Amount: None	Estimated Local Benefit: \$25,488				
Purchases Costing \$5,000 or more: No					

## Program Area: Motorcycle Safety

### Description of Highway Safety Problem

The demand for motorcycle safety training and education is overwhelming. Students outside the metropolitan areas routinely travel up to 100 miles to attend available training courses. The demand for motorcycle training continues to outpace our ability to provide such training. We are addressing this need by promoting additional training statewide for RiderCoaches, new riders, and advanced riders, with emphasis on those areas outside the greater metropolitan Tulsa and Oklahoma City areas. This push is even more critical given that, as of May 19, 2022, state law now requires anyone under 18 seeking a motorcycle endorsement to complete a state-approved Basic Rider Course. Strategies proposed for the Motorcycle Safety area will have the potential to influence almost 80% of the state, based on available opportunities, and will provide training and educational opportunities. With guidance from the State Motorcycle Safety Advisory Committee, these projects will provide training on motorcycle operations, including MSF, approved courses, as well as a new 3-wheel motorcycle operator-training course and courses available for the hearing impaired. All programs are evidence-based, approved by DPS, and meet MSF requirements where necessary. All expenditures must be in accordance with (IAW) Oklahoma State law. The overall effect should be to reduce the number of fatality and injury crashes involving motorcycles as well as the number of unhelmeted motorcycle fatalities. The Motorcycle Safety Program Area funding, which consists of \$380,265 State funds and \$287,099 402 and 405f funds, totals approximately \$667,364.

Project Number	Project Title	Fund Source	Fund Estimate			
MC-26-07-99-26	Motorcycle Safety Program Management	402	\$110,964			
Countermeasures: HSO Program Management	Planned Activity: Program Management					
Planned Activity Description						
OHSO Program Manager will oversee the selected Motorcycle Safety programs to determine if projected activity milestones are being met, funds are being utilized properly and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.						
Intended Sub-recipient: OHSO	Staff Oversight: April Soto					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate		
STMC-25-07-01-01	Motorcycle Safety Program Management	State	\$24,000		
Countermeasures: HSO Program Management	Planned Activity: Program Management				
<b>Planned Activity Description</b>					
OHSO Program Manager will oversee the selected Motorcycle Safety programs to determine if projected activity milestones are being met, funds are being utilized properly and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.					
Intended Sub-recipient: OHSO	Staff Oversight: April Soto				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
STMC-26-01-01-15	Motorcycle Safety	State	\$14,652		
Countermeasures: Motorcycle Rider Training	Planned Activity: State Funded MSF Training and Education				
<b>Planned Activity Description</b>					
The Great Plains Technology Center (GPTC) in Lawton will continue to provide MSF/DPS approved motorcycle safety education courses, including Rider Coach Training and Basic Rider Courses. Utilizing grant funds, part-time instructors will also provide training for a RiderCoach Prep class pending adequate enrollment. Training rider coaches increases the number of instructors available to teach MSF courses in the state, increasing the capacity to provide MSF approved training regarding the safe operation of motorcycles. GPTC will provide maintenance and improvements of the riding range and classroom facilities for training purposes, maintain an inventory of safety equipment, and ensure every rider that receives training wears appropriate safety gear, including helmets.					
Intended Sub-recipient: Great Plains Tech	Staff Oversight: Jake Probst				
Estimated Match Amount: NA	Estimated Local Benefit: NA				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate			
STMC-26-01-02-03	Motorcycle Safety	State	\$44,900			
Countermeasures: Motorcycle Rider Training	Planned Activity: State Funded MSF Training and Education					
<b>Planned Activity Description</b>						
Metro Technology Center will provide MSF/DPS approved Rider Courses regarding safe operation of motorcycles at our South Bryant Campus in Oklahoma City. Part-time MSF-certified RiderCoach (adjunct instructors) will instruct classes throughout the year and will guide students through the basic skills of straight-line riding, stopping, shifting, turning, gradually progressing to swerving and emergency braking. MSF courses provide the basics of operating a motorcycle, safety-oriented mental strategies to help riders realize their full potential and elevating awareness of motorcycle safety to save lives.						
Intended Sub-recipient: Metro Technology Center	Staff Oversight: Nicole Phillips					
Estimated Match Amount:	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate			
STMC-26-01-03-05	Motorcycle Safety	State	\$36,661			
Countermeasures: Motorcycle Rider Training	Planned Activity: State Funded MSF Training and Education					
<b>Planned Activity Description</b>						
The Moore Norman Technology Center will provide MSF/DPS approved Basic Rider, Advanced Rider, and/or RiderCoach Prep courses regarding safe operation of motorcycles at their facility located in Norman, OK. The Moore Norman Technology Center will provide training range maintenance and improvements, classroom facilities, maintain inventory of safety equipment, and ensure every rider wears appropriate safety gear, including helmets, during instruction.						
Intended Sub-recipient: Moore Norman Technology Center	Staff Oversight: Jake Probst					
Estimated Match Amount: NA	Estimated Local Benefit: NA					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate			
STMC-26-01-04-03	Motorcycle Safety	State	\$96,878			
Countermeasures: MSF Public Education	Planned Activity: State Funded MSF Training and Education					
<b>Planned Activity Description</b>						
<p>Motorcycle safety courses will be scheduled throughout the year. The target is to have 10 or more classes at different locations and venues within the Oklahoma City metro area. Oklahoma City Police Department's Solo Motorcycle Unit will use trained, experienced police motorcycle instructors dedicated to administering both aspects of the program. The Oklahoma City motorcycle instructors will ensure every rider wears appropriate safety gear, including helmets, during instruction. A multi-media, educational trailer, equipped to set up a remote classroom, along with OCPD Solo Unit motorcycles will be utilized during motorcycle demonstrations and to deliver the "Motorcycle Safety/Share the Road" message to enhance driver awareness of motorcyclists. The program will also include pre-approved (by OCPD/OHSO) personal safety equipment, training aides, educational materials, tents, audio/visual equipment, and outdoor sound equipment. The plan is to reach 200 or more students during the year in the courses and an additional 500 or more persons through educational materials at public static events. These Static events allow Motorcycle officers to present demonstrations or presentations in locations allowing them to interact with members of the community and provide educational materials to motorcyclists, riders and drivers.</p>						
Intended Sub-recipient: Oklahoma City PD	Staff Oversight: Nicole Phillips					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate			
STMC-26-01-05-28	OHV Safety Awareness	State	\$68,841			
Countermeasures: MSF Public Education	Planned Activity: State Funded MSF Training and Education					
<b>Planned Activity Description</b>						
<p>Safe Kids Oklahoma (SKO) in partnership with ATV Ride Safe Oklahoma (ATVRSO) will increase outreach to Oklahoma youths and families about OHV Safety and Education. The program will increase and expand the outreach to Oklahoma youth and families in rural areas where ATVs are used for utility and recreational purposes. SKO and ATVRSO will continue the safety awareness programs at schools, community events, conduct hands-on rider courses to teens and adults and provide smaller presentations to classrooms and library events.</p>						
Intended Sub-recipient: Safe Kids Oklahoma	Staff Oversight: Nicole Phillips					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate
STMC-26-01-06-12	Motorcycle Safety	State	\$32,995
Countermeasures: Motorcycle Rider Training		Planned Activity: State Funded MSF Training and Education	
<b>Planned Activity Description</b>			
<p>Southwest Technology Center will provide MSF/DPS approved motorcycle Basic Rider courses at their facility located in Altus, OK. Utilizing grant funds provided, part-time instructors will provide training to the general public. This will allow riders to receive much needed MSF approved training regarding the safe operation of motorcycles and increased awareness of impaired riding. Southwest Technology Center will provide maintenance and improvements of the riding range and classroom facilities for training purposes, maintain an inventory of safety equipment and ensure every rider that receives training wears appropriate safety gear, including helmets. SWTC will hold a minimum of nine MSF BRC Training classes per year from March through November. SWTC will add additional classes as the need arises due to demand. The range can accommodate eleven students per class maximum for the BRC Training. Classes will be a minimum of nineteen hours and held Friday evening, Saturday and Sunday during the day beginning at 7:30 am both days. SWTC will hire MSF certified and state-approved Rider Coaches to teach the classes according to MSF standards. SWTC will provide the motorcycles to be used in the training classes.</p>			
Intended Sub-recipient: Southwest Technology Center		Staff Oversight: Nicole Phillips	
Estimated Match Amount:		Estimated Local Benefit: None	
Purchases Costing \$5,000 or more:			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-26-01-07-19	Motorcycle Safety	State	\$25,760
Countermeasures: Motorcycle Rider Training and MSF Public Education		Planned Activity: State Funded MSF Training and Education	
<b>Planned Activity Description</b>			
<p>The Tulsa Police Department will conduct a motorcycle awareness program (i.e., "Share the Road") that is approved by Oklahoma's Motorcycle Advisory Committee. Students will be required to provide their motorcycle, approved helmet, insurance, and proper clothing and a motorcycle endorsement. The program will be presented locally in a public information and education forum at various venues. This program may be presented in conjunction with motorcycle survival courses as well as displayed and presented at safety fairs, car shows, motorcycle rallies, and other venues that attract large numbers of attendees. The Tulsa Police Department has a motorcycle unit consisting of 13 full-time officers. The Tulsa Police Department will provide seven free 8-hour Basic Safety classes to the public. The Basic Training Schedule can be viewed @ <a href="https://www.tulsapolice.org/content/tulsa-police-motorcycle-safety-course.aspx">https://www.tulsapolice.org/content/tulsa-police-motorcycle-safety-course.aspx</a>. The classes will be taught on the weekends. Officers will work in an overtime capacity while instructing and presenting this program. Additional hours are provided for officers monthly for events to educate the public on motorcycle safety.</p>			
Intended Sub-recipient: Tulsa PD		Staff Oversight: Dale Adkerson	
Estimated Match Amount: NA		Estimated Local Benefit: NA	
Purchases Costing \$5,000 or more: No			

Project Number	Project Title	Fund Source	Fund Estimate			
STMC-26-01-08-12	Motorcycle Safety	State	\$58,578			
Countermeasures: Motorcycle Rider Training	Planned Activity: State Funded MSF Training and Education					
Planned Activity Description						
Western Technology Center will provide MSF/DPS approved motorcycle Basic Rider courses at their facility located in Elk City, OK. Utilizing grant funds provided, part-time instructors will provide training to the public. This will allow riders to receive much needed MSF approved training regarding the safe operation of motorcycles and increased awareness of impaired riding. Western Technology Center will provide maintenance and improvements of the riding range and classroom facilities for training purposes, maintain an inventory of safety equipment, and ensure every rider that receives training wears appropriate safety gear, including helmets.						
Intended Sub-recipient: Western Technology Center	Staff Oversight: Jake Probst					
Estimated Match Amount: NA	Estimated Local Benefit: NA					
Purchases Costing \$5,000 or more:						

Project Number	Project Title	Fund Source	Fund Estimate			
M11MT-26-03-01-26	Motorcycle Safety	405(f)	\$27,783			
Countermeasures: Motorcycle Rider Training and MSF Public Education	Planned Activity: MSF Training and Edu					
Planned Activity Description						
The Broken Arrow Police Department will provide MSF/DPS approved Basic Rider and Advanced Rider courses regarding safe operation of motorcycles at their facility and supporting locations in Broken Arrow, OK. The Broken Arrow Police Department will provide training range maintenance and improvements, classroom facilities, maintain inventory of safety equipment, and ensure every rider wears appropriate safety gear, including helmets, during instruction.						
Intended Sub-recipient: Broken Arrow PD	Staff Oversight: Chris Rosacker					
Estimated Match Amount: NA	Estimated Local Benefit: NA					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate		
M11MT-26-01-02-02	Motorcycle Safety	405(f)	\$45,117		
Countermeasures: Motorcycle Rider Training	Planned Activity: MSF Training				
<b>Planned Activity Description</b>					
<p>Chisholm Trail Technology Center (CTTC) will provide MSF/DPS approved Rider Courses regarding safe operation of motorcycles at our Campus. CTTC will host nine (9) classes during the Fall, Spring and Summer months with a goal of training 72 participants. Part-time MSF-certified RiderCoach (adjunct instructors) will instruct the classes and guide students through the basic skills of straight-line riding, stopping, shifting, turning, gradually progressing to swerving and emergency braking. MSF courses provide the basics of operating a motorcycle, safety-oriented mental strategies to help riders realize their full potential and elevating awareness of motorcycle safety to save lives.</p>					
Intended Sub-recipient: Chisholm Trail Technology Center	Staff Oversight: Nicole Phillips				
Estimated Match Amount: NA	Estimated Local Benefit: NA				
<p>Purchases Costing \$5,000 or more: Purchase of six (6) training motorcycles (500cc or less, weight of 440 lbs. or less and seat height of 30 inches or less) as stated in Project Description/Work Plan. Total cost not to exceed \$39,592.00 in compliance with the Buy America Act.</p>					

Project Number	Project Title	Fund Source	Fund Estimate		
M11MT-26-03-03-28	Motorcycle Safety	405f	\$34,860		
Countermeasures: Motorcycle Rider Training and MSF Public Education	Planned Activity: MSF Training and Education				
<b>Planned Activity Description</b>					
<p>The Edmond Police Department will continue implementing a 2-phase program, including 1. A Motorcycle Awareness Program that will provide public awareness, public service announcements and other outreach programs to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed and using Share-the Road model language. 2. The expansion and delivery of a Motorcyclist Safety Curricula to educate motorcycle riders in the safe operation of motorcycles and the risk of impaired riding. This program may be presented throughout the state and may include displays and presentations at safety fairs, car shows, motorcycle rallies, and other venues that attract large numbers of attendees. Officers will work in an overtime capacity while instructing and presenting this program statewide, which may also include in-state travel expenses. Work in cooperation with other metro agencies to expand rider participation in courses.</p>					
Intended Sub-recipient: Edmond PD	Staff Oversight: Jaclynn Todd				
Estimated Match Amount: NA	Estimated Local Benefit: NA				
<p>Purchases Costing \$5,000 or more: No</p>					

Project Number	Project Title	Fund Source	Fund Estimate		
M11MT-26-03-04-23	Motorcycle Safety	State	\$28,594		
Countermeasures: MSF Public Education	Planned Activity: State Funded MSF Education				
<b>Planned Activity Description</b>					
<p>The Lawton Police Department will instruct intermediate level skill courses on the proper and safe operation of motorcycles to licensed and insured riders. The Lawton Police Department has a CLEET certified motorcycle instructor on staff. He and other officers will work in an overtime capacity instructing and presenting this program to riders in the Lawton metro area. The Lawton Police Department will provide training range maintenance, require riders to have a valid driver's license, current insurance and ensure every rider wears appropriate safety gear, including helmets, during instruction. The classes are one-day, approximately 8 hours courses. Instruction will require a main instructor and 6 additional officers to assist. This will be a 5:1 student to instructor ratio. The maximum student capacity per class is 30 riders. Classes will be held in spring and summer months to allow for proper weather.</p>					
Intended Sub-recipient: Lawton PD	Staff Oversight: Jake Probst				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more:					

Project Number	Project Title	Fund Source	Fund Estimate		
M11MT-26-03-05-12	Motorcycle Safety	State	\$39,781		
Countermeasures: Motorcycle Rider Training	Planned Activity: State Funded MSF Training				
<b>Planned Activity Description</b>					
<p>Southern Technology Center (ST) in Ardmore will continue to provide MSF/DPS approved MSF education courses, including Rider Coach Training and Basic Rider Courses. Utilizing grant funds provided, part-time instructors will provide training to the public. This will allow riders to receive much needed MSF approved training regarding the safe operation of motorcycles and increased awareness of impaired riding during the riding season. ST will provide maintenance and improvements of the riding range and classroom facilities for training purposes, maintain an inventory of safety equipment, and ensure every rider that receives training wears appropriate safety gear, including helmets.</p>					
Intended Sub-recipient: Southern Technology Center	Staff Oversight: Nicole Phillips				
Estimated Match Amount: NA	Estimated Local Benefit: NA				
<p>Purchases Costing \$5,000 or more: Purchase of two (2) training motorcycles (500cc or less, weight of 440 lbs. or less and seat height of 30 inches or less). Cost not to exceed \$5,799.00 each -total \$11,598.00, in compliance with the Buy America Act.</p>					

## Program Area: Police Traffic Services

### Description of Highway Safety Problem

Not all traffic crashes or serious injuries are directly attributed to a specific primary causal factor such as impaired driving, failure to be properly restrained or improper or non-use of safety equipment. Simply put, many crashes occur because drivers operate a vehicle unsafely, without proper attention to traffic laws and road conditions. While some program areas target correctly identified problem areas such as seat belts or impaired driving, the general Police Traffic Services area intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification, which contribute in large part to the number of motor vehicle crashes and the death and injury resulting from them. The Police Traffic Service Program Area funding, which consists of 402 funds, totals approximately \$673,195.

Project Number	Project Title	Fund Source	Fund Estimate
AI-25-07-02-01	PTS Program Management	402	\$8,895
Countermeasures: HSO Program Management	Planned Activity: Program Management		
Planned Activity Description			
OHSO Program Managers will oversee the selected Police Traffic Safety programs to determine if projected activity milestones are being met, funds are being appropriately utilized and assist as needed to facilitate the success of the project activities and to meet performance targets.			
Intended Sub-recipient: OHSO	Staff Oversight: April Soto		
Estimated Match Amount: None	Estimated Local Benefit: None		
Purchases Costing \$5,000 or more: No			

Project Number	Project Title	Fund Source	Fund Estimate			
AI-26-01-01-20	Crash Investigation	402	\$314,300			
Countermeasures: Law Enforcement Training	Planned Activity: Police Traffic Services Training and Education					
<b>Planned Activity Description</b>						
<p>This project allows the Oklahoma Highway Patrol (OHP) to provide:</p> <ul style="list-style-type: none"> <li>- Training to law enforcement on advance crash investigation and/or use of advanced technology on great bodily injury and fatal (KA) collisions they investigate.</li> <li>- Advanced technology needed to communicate with internal vehicle systems as well as proper interrogation and forensic analysis of video evidence to determine certain collision causal factors, and uniform crash diagramming capability.</li> <li>- Investigative assistance to local law enforcement agencies when KA crashes occur within their local jurisdictions. The Traffic Homicide Unit (THU) will be responsible for all notification, planning and execution of related activities.</li> </ul> <p>Certified/authorized providers will be contracted to provide third party training, where applicable. Six (6) or more courses will be conducted at an OHP training facility, or other suitable location. Funding is provided for in-state travel for project personnel to conduct grant related activities and training.</p>						
Intended Sub-recipient: Oklahoma Highway Patrol	Staff Oversight: Sam Harcrow					
Estimated Match Amount: None	Estimated Local Benefit: None					
<p>Purchases Costing \$5,000 or more: Purchase one (1) of Axon @ individual price not to exceed \$8,000; Purchase software renewal not to exceed \$5,000 each; Purchase Berla Infotainment not to exceed \$15,000; Purchase of one (1) Pix4D Mapper yearly maintenance/support software renewal not to exceed \$5,000; Bosch Crash Data Retrieval licensing \$25,000; Cables and Hardware not to exceed \$15,000.</p>						

Project Number	Project Title	Fund Source	Fund Estimate			
CP-26-02-01-01	Paid Media	402	\$350,000			
Countermeasures: Comprehensive Traffic Safety Paid Media	Planned Activity: Comprehensive Traffic Safety Public Education and Media					
<b>Planned Activity Description</b>						
<p>A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.</p>						
Intended Sub-recipient: Alliance Sports Marketing	Staff Oversight: Megan Cardenas					
Estimated Match Amount: None	Estimated Local Benefit: \$175,000					
<p>Purchases Costing \$5,000 or more: None</p>						

## Program Area: Traffic Records

### Description of Highway Safety Problem

The ability to effectively collect, collate, and analyze data is not only ancillary but is of prime importance in being able to identify problems and measure program effectiveness. Recognizing such a need, Oklahoma continues to work to improve its data collection and analysis systems, including improvement of its ability to create an appropriate and accessible citation and crash location maps. Designing such interfaces will allow for the rapid development of effective crash countermeasures, primarily as related to county roads and city streets.

Improvement in the core traffic record systems within the Department of Public Safety is a priority with the Traffic Records Council. The Traffic Records Council will take the lead in evaluating those core services and making recommendations on changes and improvements to user access and data integration. The Traffic Records Program Area funding, which consists of 402 and 405C funds, totals approximately \$907,700.

Project Number	Project Title	Fund Source	Fund Estimate
TR-26-07-99-26	TR Program Management	402	\$32,875
Countermeasures: HSO Program Management	Planned Activity: Program Management		
Planned Activity Description			
HSO Program Managers will oversee the selected Traffic Records programs to determine if projected activity milestones are being met, funds are being appropriately utilized and assist as needed to facilitate the success of the project activities and to meet performance targets.			
Intended Sub-recipient: OHSO	Staff Oversight: April Soto		
Estimated Match Amount: None	Estimated Local Benefit: None		
Purchases Costing \$5,000 or more: No			

Project Number	Project Title	Fund Source	Fund Estimate		
B3TRP-26-07-99-26	TR Program Management	405(c)	\$213,109		
Countermeasures: Traffic Records	Planned Activity: Traffic Records				
<b>Planned Activity Description</b>					
<p>The OCERS system administrator, Data Analyst and FARS analyst contributes to crash data quality and reliability, ensuring accurate traffic records data and analysis central to identifying traffic safety problems and effective countermeasures to reduce injuries and deaths caused by crashes. These data professionals work to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision-making at the local, state, and national levels.</p>					
Intended Sub-recipient: OHSO	Staff Oversight: April Soto				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
M3DA-26-05-01-03	FARS Module	405c	\$330,000		
Countermeasures: Traffic Records	Planned Activity: Traffic Records				
<b>Planned Activity Description</b>					
<p>Due to the complexity of developing and fielding OCERS this project will need to become a multi-year project subject to the availability of funding in subsequent years. In development with Lexis Nexis; electronic citation module for statewide distribution, will provide near-real-time citation data to OHSO for more accurate traffic safety planning. The program cost is for development, training, and support. Program Managers will oversee the selected Traffic Records program to determine if projected activity milestones are being met, funds are being appropriately utilized and assist as needed to facilitate the success of the project activities and to meet performance targets.</p>					
Intended Sub-recipient: OHSO	Staff Oversight: Dee Gaymon				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
M3DA-26-05-02-03	OCERS Development	405c	\$335,000		
Countermeasures: Traffic Records	Planned Activity: Traffic Records				
<b>Planned Activity Description</b>					
<p>Due to the complexity of developing and fielding OCERS this project will need to become a multi-year project subject to the availability of funding in subsequent years. In development with Lexis Nexis; electronic crash reporting system for statewide distribution, will provide near-real-time crash reporting to OHSO for more accurate data collection and reporting enhancing the planning of traffic enforcement. The program cost is for development, training, and support. OHSO Program Managers will oversee the selected Traffic Records programs to determine if projected activity milestones are being met, funds are being appropriately utilized and assist as needed to facilitate the success of the project activities and to meet performance targets.</p>					
Intended Sub-recipient: OHSO	Staff Oversight: Dee Gaymon				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

## Program Area: Non-Motorized (Pedestrian and Bicycle)

### Description of Highway Safety Problem

Oklahoma experienced 87 pedestrian and 15 pedal cyclist fatalities in 2023. The 5-year rolling average for fatalities projects little change in the number of bicyclist fatalities as well as an increase in the number of pedestrian fatalities over the next three years. Oklahoma has recognized this undesirable trend, but we have not been able to identify any specific behavioral or educational programs that have proven effective to any extent. For FY26, OHSO has expanded the bike and pedestrian safety partners to include INCOG from the Tulsa area, and ACOG and City of Oklahoma City and the City of Warr Acres in the Oklahoma City metropolitan area. We hope to see a drastic improvement in bike and pedestrian safety with these behavioral change campaigns. The Non-Motorized Program Area funding, which consists of 402, 405g, and 405h funds, totals approximately \$916,590.

Project Number	Project Title	Fund Source	Fund Estimate		
PS-26-07-99-26	Non-Motorized Program Management	402	\$118,590		
Countermeasures: HSO Program Management	Planned Activity: Program Management				
Planned Activity Description					
HSO Program Managers will oversee the selected Pedestrian and Bicycle programs to determine if projected activity milestones are being met, funds are being appropriately utilized, and assist as needed to facilitate the success of the project activities and to meet performance targets.					
Intended Sub-recipient: OHSO	Staff Oversight: April Soto				
Estimated Match Amount: None	Estimated Local Benefit: None				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
PS-26-02-01-01	Non-Motorized Safety	402	\$193,500		
Countermeasures: Pedestrian and Bicycle Public Information and Education and Pedestrian Safety – Conspicuity Enhancement	Planned Activity: Pedestrian and Bicycle Public Information and Education and Pedestrian Safety – Conspicuity Enhancement				
<b>Planned Activity Description</b>					
<p>This project will support and expand Watch For Me OKC, a public awareness campaign, to increase the safety of pedestrians and bicycles on the road. This will be done through the utilization of Watch For Me OKC, a program run by the city of Oklahoma City. This program provides information pertaining to laws and regulations regarding pedestrians and bicyclists, tips for driving, walking, and cycling in a safe manner, and works to increase the number of people using active means of transportation. The content will be expanded by ACOG's Transportation Planning Division and the Public Information Division, with collaboration from the City of Oklahoma City and surrounding communities.</p> <p>ACOG will provide information via billboards, social media, and radio advertisements. Using ACOG's data, this information will be targeted to locations that experience high levels of bicycle and pedestrian involved crashes.</p>					
Intended Sub-recipient: ACOG	Staff Oversight: Dale Adkerson				
Estimated Match Amount: None	Estimated Local Benefit: \$				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
PS-26-03-02-01	Public Information and Education	402	\$11,000		
Countermeasures: Enforcement Strategies & Rider Conspicuity Laws	Planned Activity: Enforcement Strategies & Rider Conspicuity Laws				
<b>Planned Activity Description</b>					
<p>Carney Police Department Reserve Officers will conduct high-visibility enforcement in support of state and national goals to reduce pedestrian safety-related traffic issues in their community. To identify times and locations for enforcement activity, the Project Director shall utilize state and local data and reference sources available. Enforcement efforts will focus on high-risk areas such as school zones, crosswalks, and areas of frequent pedestrian use along major corridors within the Town of Carney. Public information and education (PI&amp;E) supporting enforcement activities will be conducted monthly as part of the HVE effort to inform and educate the public on pedestrian safety awareness and sharing the road. Other allowable traffic safety activities including enforcement may be conducted based on local problem identification.</p>					
Intended Sub-recipient: Carney PD	Staff Oversight: Sam Harcrow				
Estimated Match Amount: None	Estimated Local Benefit: \$11,000				
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate			
PS-26-02-03-12	Public Information and Education	402	\$36,300			
Countermeasures: Public Information and Education	Planned Activity: Pedestrian and Bicycle Community Outreach and Education					
<b>Planned Activity Description</b>						
<p>The project work plan is to impact pedestrian and bicyclist safety through education, encouragement, and engineering. Project efforts planned and implemented by interdisciplinary teams working together to target problem areas and offer practical solutions for improvement. Through coordination with INCOG transportation planners we will utilize grant funding to conduct safety and educational media campaigns, host training for local transportation professionals, law enforcement, and/or other advocates, partner with Tulsa Public Schools to teach safe walking and biking practices, and other-related activities. The grant will fund media campaigns on a variety of mediums, including educational materials, and provide funding for personnel to attend a pre-approved bicycle/pedestrian safety conference.</p>						
Intended Sub-recipient: INCOG	Staff Oversight: Dale Adkerson					
Estimated Match Amount: None	Estimated Local Benefit: 36,300					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
PS-26-02-04-22	Non-Motorized Safety	402	\$95,680			
Countermeasures: Enforcement Strategies & Rider Conspicuity Laws	Planned Activity: Enforcement Strategies & Rider Conspicuity Laws					
<b>Planned Activity Description</b>						
<p>The Oklahoma City Police Department will conduct overtime traffic safety enforcement in support of the State and National goals to reduce the number of vehicular fatalities involving pedestrians and bicyclists and the incidence of KA crashes in their community.</p>						
Intended Sub-recipient: Oklahoma City PD	Staff Oversight: Nicole Phillips					
Estimated Match Amount: None	Estimated Local Benefit: \$95,680					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate		
BGPE-26-02-01-05	Pedestrian Safety	405(g)	\$193,500		
Countermeasures: Pedestrian and Bicycle Public Information and Education and Pedestrian Safety – Conspicuity Enhancement		Planned Activity: Pedestrian and Bicycle Public Information and Education and Pedestrian Safety – Conspicuity Enhancement			
<b>Planned Activity Description</b>					
<p>This project will support and expand Watch For Me OKC, a public awareness campaign, to increase the safety of pedestrians and bicycles on the road. This will be done through the utilization of Watch For Me OKC, a program run by the city of Oklahoma City. This program provides information pertaining to laws and regulations regarding pedestrians and bicyclists, tips for driving, walking, and cycling in a safe manner, and works to increase the number of people using active means of transportation. The content will be expanded by ACOG's Transportation Planning Division and the Public Information Division, with collaboration from the City of Oklahoma City and surrounding communities.</p> <p>ACOG will provide information via billboards, social media, and radio advertisements. Using ACOG's data, this information will be targeted to locations that experience high levels of bicycle and pedestrian involved crashes.</p>					
Intended Sub-recipient: ACOG		Staff Oversight: Dale Adkerson			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
BGPE-26-02-03-12	Public Information and Education	405(g)	\$126,000		
Countermeasures: Public Information and Education		Planned Activity: Pedestrian and Bicycle Community Outreach and Education			
<b>Planned Activity Description</b>					
<p>The project work plan is to impact pedestrian and bicyclist safety through education, encouragement, and engineering. Project efforts planned and implemented by interdisciplinary teams working together to target problem areas and offer practical solutions for improvement. Through coordination with INCOG transportation planners we will utilize grant funding to conduct safety and educational media campaigns, host training for local transportation professionals, law enforcement, and/or other advocates, partner with Tulsa Public Schools to teach safe walking and biking practices, and other-related activities. The grant will fund media campaigns on a variety of mediums, including educational materials, and provide funding for personnel to attend a pre-approved bicycle/pedestrian safety conference.</p>					
Intended Sub-recipient: INCOG		Staff Oversight: Sam Harcrow			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate			
BGPE-26-02-04-28	Public Information and Education	405(g)	\$103,420			
Countermeasures: Public Information and Education	Planned Activity: Pedestrian and Bicycle Community Outreach and Education					
Planned Activity Description						
<p>Safe Kids Oklahoma (SKO) will use qualified, experienced employees, contract labor and community partners to implement pedestrian and bicyclist safety education through events and activities such as Walk This Way, International Walk to School Day, Spot the Tot, Bike Rodeos, Bike to School Day, and other related events/activities targeting children who walk, or bike to school. SKO will be responsible for the oversight and assistance in planning and implementation of events and activities at the local level. We will share our bike and pedestrian safety resources: such as bike rodeo kits, crosswalk mats, and spot the tot mat, with local Safe Kids coalitions, as well as community partners to support bike and pedestrian safety efforts statewide. Locations of outreach efforts chosen based on OHSO Crash Data, and the opportunity to reach the maximum number of target participants.</p>						
Intended Sub-recipient: Safe Kids Oklahoma	Staff Oversight: Chris Rosacker					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
BGPE-26-02-02-01	Public Information and Education	405(g)	\$38,600			
Countermeasures: Pedestrian and Bicycle Public Information and Education and Pedestrian Safety – Conspicuity Enhancement	Planned Activity: Pedestrian and Bicycle Public Information and Education and Pedestrian Safety – Conspicuity Enhancement					
Planned Activity Description						
<p>The City of Edmond (COE) will build on existing initiatives to improve roadway safety by delivering bicycle and pedestrian (bike/ped) safety messaging to school students and the public in general. Educational events for schools within the city limits will include messaging about bike/ped safety and may include an organized Bicycle Rodeo for elementary and middle school students. COE will utilize Bicycle Rodeo tools from the Bethany Children's Center and provide monthly reports to them with requested data. Schools to receive bike/ped education will be prioritized by COE using a variety of data and input from the Oklahoma Highway Safety Office. Locations greatly rely on the willingness of the school to participate. Safe Routes to School and Elementary-Age Child Pedestrian Training will be incorporated in tandem to support this project's outreach to schools. The bike rodeo kit will be instrumental at outreach events, as it has been found that "practical training- that is, learning by doing with reinforcement of correct behaviors – is the most effective way for children to learn traffic safety skills" (NHTSA). The City hopes that school children will learn from these outreach events how to evaluate and choose the safest routes for walking or bicycling to and from school and what safe behaviors are associated with walking and bicycling.</p>						
Intended Sub-recipient: City of Edmond	Staff Oversight: Jaclynn Todd					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more: No						

Project Number	Project Title	Fund Source	Fund Estimate			
FHPE-25-02-01-01	Public Information and Education	405(h)	\$485,095			
Countermeasures: Public Information and Education	Planned Activity: Pedestrian and Bicycle Community Outreach and Education					
<b>Planned Activity Description</b>						
<p>Public education and awareness programs designed to inform motorists and nonmotorized road users regarding nonmotorized road user safety including mobility and the importance of speed management to the safety of nonmotorized users; and the value of nonmotorized road user safety equipment, including lighting, conspicuity equipment, mirrors, helmets, and any other protective equipment, and compliance with any State or local laws requiring the use of that equipment; and State traffic laws applicable to nonmotorized road user safety, including the responsibilities of motorists with the respect to nonmotorized road users safety; and infrastructure designed to improve non-motorized road user safety.</p>						
Intended Sub-recipient: VI	Staff Oversight: Megan Cardenas					
Estimated Match Amount: None	Estimated Local Benefit: None					
Purchases Costing \$5,000 or more: No						

## Program Area: Paid Media

### Description of Highway Safety Problem

This project consists of multiple components to develop a series of year-round integrated marketing communications activities that build upon, leverage and maximize the impact of the major enforcement and paid advertising campaigns. The activities in this project will communicate traffic safety messages to the public through sports venues and will proactively encourage behavioral change that will save Oklahoma lives. Through event marketing, television, radio, venue signage, printed materials, digital/social media, this project designed to communicate our traffic safety messages as efficiently as possible. The Paid Media Program Area funding, which consists of 402 funds, totals approximately \$957,500.

Project Number	Project Title	Fund Source	Fund Estimate		
PM-26-02-01-01	Paid Media	402	\$800,000		
Countermeasures: Sports Marketing		Planned Activity: Sports Marketing			
<b>Planned Activity Description</b>					
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.					
Intended Sub-recipient: VI Marketing		Staff Oversight: Megan Cardenas			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
PM-26-02-02-01	Paid Media	402	\$67,500		
Countermeasures: Sports Marketing		Planned Activity: Sports Marketing			
<b>Planned Activity Description</b>					
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.					
Intended Sub-recipient: Sports Marketing – Tulsa Drillers		Staff Oversight: Megan Cardenas			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
PM-26-02-03-01	Paid Media	402	\$55,000		
Countermeasures: Sports Marketing		Planned Activity: Sports Marketing			
Planned Activity Description					
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.					
Intended Sub-recipient: Sports Marketing – Tulsa Oilers		Staff Oversight: Megan Cardenas			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

Project Number	Project Title	Fund Source	Fund Estimate		
PM-26-02-04-01	Paid Media	402	\$35,000		
Countermeasures: Sports Marketing		Planned Activity: Sports Marketing			
Planned Activity Description					
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, Tulsa Drillers, Tulsa Oilers, and the OKC Comets minor league baseball organization.					
Intended Sub-recipient: Sports Marketing – OKC Comets		Staff Oversight: Megan Cardenas			
Estimated Match Amount: None		Estimated Local Benefit: None			
Purchases Costing \$5,000 or more: No					

## 405(b) Occupant Protection Grant

### Occupant Protection Plan

The Oklahoma Occupant Protection Program Area outlines the State's approach to improving occupant safety. It identifies key safety issues, performance measures, targets, and the countermeasure strategies the State will use to address those issues. These strategies are data-driven and aim to increase seat belt and child restraint use among at-risk populations, including at least two of the following: drivers on rural roadways, unrestrained nighttime drivers, teenage drivers, or other high-risk groups identified in the plan.

### Planned Participation in Click-it-or-Ticket (CIOT)

The Oklahoma Highway Safety Office (OHSO) actively supports the National Highway Traffic Safety Administration's (NHTSA) annual "Click It or Ticket" (CIOT) mobilization by coordinating statewide law enforcement participation and outreach. OHSO uses an online reporting system that allows agencies to register for CIOT and submit required pre- and post-mobilization activity reports.

Participation in CIOT is mandatory for all law enforcement agencies receiving OHSO grant funds, as outlined in their grant agreements. These agencies must report enforcement and public information, and education (PI&E) activities related to the mobilization, regardless of whether grant funds were used, since certain CIOT-related expenditures are not eligible for reimbursement.

To broaden engagement beyond grant-funded agencies, the OHSO Communications Manager also sends mobilization notifications through the GovDelivery system to all active law enforcement agencies not receiving grants, encouraging their voluntary participation in the campaign.

OHSO further supports the mobilization through earned media efforts and community outreach via its Safe Communities network. In addition, OHSO's paid media partners promote CIOT through paid media campaigns using NHTSA-approved messaging, unless directed otherwise by OHSO.

## Participation in Click-it-or-Ticket (CIOT) National Mobilizations

The below list of agencies reported results for the CIOT National Mobilization May 19th through June 20th, 2025. Mobilization effectiveness will be reported in the FY2025 OHSO Annual Report.

Chelsea Police Department	Tulsa Police Department
Warr Acres Police Department	McAlester Police Department
Beckham County Sheriff's Office	Oklahoma City Police Department
Eufaula Police Department	Newcastle Police Department
Poteau Police Department	Oklahoma Highway Patrol
Choctaw Police Department	Norman Police Department
Disney Police Department	Cleveland Police Department
Harrah Police Department	Caddo County Sheriff's Office
Idabel Police Department	Midwest City Police
Kingfisher Police Department	Comanche County Sheriff's Office
Oklahoma County Sheriff's Office	Yukon Police Department
Muscogee (Creek) Nation	Owasso Police Department
Sapulpa Police Department	Edmond Police Department
Verdigris Police Department	Glenpool Police Department
Durant Police Department	Tuttle Police Department
Guymon Police Department	Mcintosh County Sheriff's office
Lawton Police Department	Moore Police Department
Atoka Police Department	

## List of Task for Participants and Organizations

The agencies and organizations listed below are active partners in the development and implementation of the statewide occupant protection plan.

Bethany Children's Hospital
Children's Center Rehabilitation Hospital
Children's Hospital at OU Medical Center
Oklahoma Dept. of Human Services-Child Care Licensing Division

Safe Kids Oklahoma, Inc. (Bethany Children's Hospital)
Safe Kids Oklahoma City Metro
Safe Kids Tulsa Area (St. Francis Hospital)
State Farm Insurance
United Way of Oklahoma

## Child Restraint Inspection Stations

Inspection station events planned throughout the state are subject to date/time change due to the ongoing health crisis. Any report instructions and changes made available before each event. The below table represents inspection station events by community served.

Urban Community	Rural Community	At-Risk Community	Total Events State-wide
121	71	53	192

## Child Passenger Safety Technicians

Technicians must receive re-certification every two years, and efforts expended to support technicians in the recertification process to ensure high retention rates. The estimated need of certified CPS technicians based on both, an assessment of past years' re-certification rates and new technicians' certification rates.

Recruitment efforts for new technicians are ongoing throughout the year. During the annual Traffic Safety Summit, law enforcement personnel receive information concerning CPS technician training and highly encouraged to become certified.

CPS technician training events planned throughout the state are subject to date/time change due to the ongoing health crisis.

Estimated Training Events	Estimated Certified/Re-certified Technicians
20	253

## 405 (c) State Traffic Safety Information System Improvements Grant

### Traffic Record Coordinating Committee (TRCC)

The Oklahoma Traffic Records Coordinating Committee (TRCC) is responsible for guiding, planning, and monitoring improvements to the State's traffic records information systems. The Office of Highway Safety relies on the committee's efforts and recommendations when prioritizing funding for traffic records improvement projects.

#### TRCC Members

Paul Harris, Chair Title: Director Agency: Oklahoma Department of Public Safety Office: Highway Safety Office Address: 200 NE 21 <sup>st</sup> Street City, Zip: Oklahoma City 73105 Phone: 405-323-4074 Email: <a href="mailto:paul.harris@dps.ok.gov">paul.harris@dps.ok.gov</a>	DeAngela Gaymon, Vice Chair Title: Deputy Director Agency: Oklahoma Highway safety Office Address: 200 NE 21 <sup>st</sup> Street City, Zip: Oklahoma City 73135 Phone: 405-635-6415 Email: <a href="mailto:deangela.gaymon@dps.ok.gov">deangela.gaymon@dps.ok.gov</a>	
Name / Title	Agency	System Represented
Evaran X Page Administrative Programs Manager	Emergency Medical Services Division	Emergency Medical Services
Edward Dührberg, PE Highway Safety Engineer	Oklahoma Department of Transportation	Roadway
Russell Maples Lieutenant Colonel	Oklahoma DPS/Highway Patrol	Crash
Joe Williams Chief	Oklahoma DPS	Driver
Lauren January Highway Safety Engineer	Oklahoma DOT	Roadway
JJ Peters Lieutenant	Tulsa Police Department	Crash
Vacant Pending fill from FMCSA	Federal Motor Carrier Safety Administration	Crash
Dennis Roller Administrative Programs Officer	Oklahoma Tax Division	Vehicle
Mike Siscoe Information Systems Manager	Court Administrator's Office	Citation/Adjudication
Phylisha Smotherman Director	Citation & Adjudication	Citation & Adjudication
David Steiner Lieutenant	Oklahoma City Police Department	Crash
Marcie V. Vergez-Cheong Deputy Court Clerk	Municipal Court	Citation
Garrett Vowell Major	Oklahoma DPS	Crash
Traci Cassingham Administrative Assistant	Oklahoma Highway Patrol	Vehicle
Tracy Wendling, Dr. PH Director	Oklahoma State Department of Health	Injury Surveillance

TRCC Meeting Dates

20AUG2024

15OCT2024

11DEC2024

## Traffic Records Strategic Plan

Oklahoma's Traffic Records Strategic Plan establishes targeted goals and strategies for improving the performance of the Traffic Records Coordinating Committee (TRCC) and the state's core traffic records data systems—crash, citation/adjudication, vehicle, driver, roadway, and injury surveillance. These goals align with the national emphasis on enhancing data accuracy, timeliness, integration, uniformity, completeness, and accessibility.

A significant advancement in support of these objectives is Oklahoma's implementation of the Oklahoma Crash and Electronic Records System (OCERS), which now includes a fully integrated citation module. The OCERS platform helps guide the modernization and alignment of Oklahoma's traffic records infrastructure by enabling more efficient, standardized data collection, reducing duplication, and improving data sharing across state and local agencies. The Strategic Plan also outlines the expected outcomes of achieving these improvements and includes detailed responses to the recommendations provided in the FY2020 Traffic Records Assessment. This foundational work directly supports the goals of the 405(c) grant and positions Oklahoma to continue building a comprehensive, high-quality traffic records system that informs data-driven highway safety decisions.

## Quantitative Improvements

From 1APR24 to 31MAR25, we have added 50 LEA's bringing our total to over 150 LEAs to our electronic crash reporting system, OCERS. Oklahoma has upgraded from MMUCC 2.0 to MMUCC 5.0 for all electronic reporting agencies.

Accuracy C-A-1. The percentage of crash records with no errors in critical data elements.

Before the development and fielding of OCERS Oklahoma had a 75% error rate in critical data elements for all crash reports submitted. There are now over 150 agencies using OCERS, which submits 100% of all crashes with no errors in critical data elements. Oklahoma is now capturing approximately 72% of all crashes electronically. Oklahoma has improved the critical error rate to 30%.

## Completeness C-C-1. The percentage of crash reports with no errors in critical data elements.

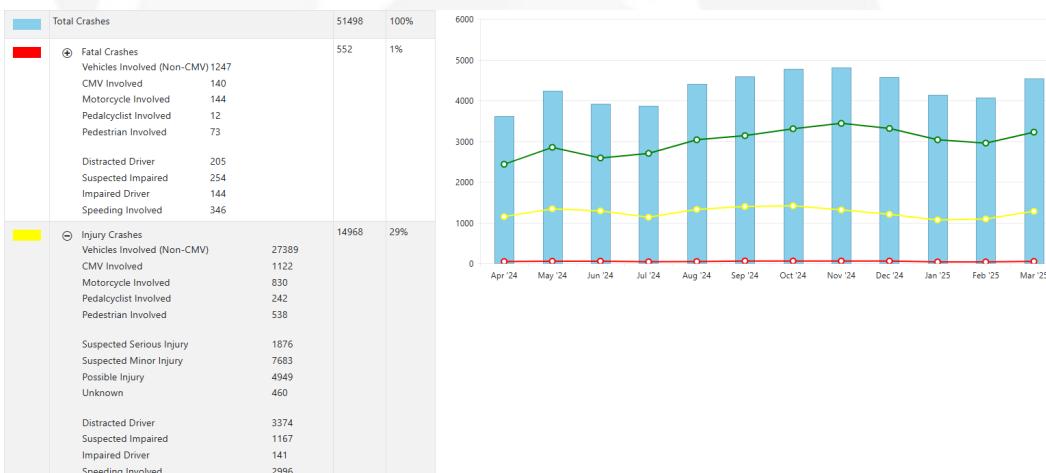
Before the development and fielding of OCERS Oklahoma had a 75% error rate in critical data elements for all crash reports submitted. There are now over 150 agencies using OCERS, which submits 100% of all crashes with no errors in critical data elements. Oklahoma is now capturing approximately 72% of all crashes electronically. Oklahoma has improved the critical error rate to 30%.

The tables below represent the total KA crashes reported electronically in Oklahoma for the periods of 1APR2023-31MAR2024 (13,200 KA crashes) and 1APR2024-31MAR2025 (15,520 KA crashes). Overall crash analysis shows an 85% increase in crash reports captured electronically.

### 1APR2023-31MAR2024 OCERS Crash Analysis



### 1APR2024-31MAR2025 OCERS Crash Analysis



## 405(d) Impaired Driving Countermeasures Grant

### Impaired Driving Assurances

Impaired driving qualification: Mid-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

### Impaired Driving Assessment

Date of Last NHTSA Assessment: 2012 Technical Assessment of the Impaired Driving Program

Requesting Technical Assessment of the Impaired Driving Program in FY26.

### Authority and Basis of Operation

The Impaired Driving Prevention Advisory Committee (Committee) was created by the Second session of the 59th Oklahoma Legislature. See 47 O.S. §6-212.7. The legislative mandate to the Committee was to initially create, and annually update, a statewide strategic plan to combat impaired driving in Oklahoma. The Committee brings together the various stakeholders in the fight to end impaired driving in Oklahoma. The inaugural meeting of the Committee was held on December 18, 2024.

### Impaired Driving Prevention Advisory Committee

Representative	Ex Officio Member	Title
Kevin Behrens (Chair)	Department of Public Safety	General Counsel
Chief Michael Bell	Oklahoma Association of Chiefs of Police	Police Chief
Sheriff John Whetsel (Ret.)	Oklahoma Sheriffs Association	Ret. Sheriff
Major Garrett Vowell	Oklahoma Highway Patrol	Major OHP
Jeff Murrow	VOID Oklahoma	Founder/Director
Debra Coffey	SAFE	Founder/Director
Ryan Stephenson	District Attorneys Council	Assistant Executive Coordinator
Senator Roland Pederson	Oklahoma State Senate	State Senator
Kevin Kramer	Oklahoma State Bureau of Investigation	Captain
Josh Smith	Oklahoma BoT for Alcohol and Drug Influence	Director
Judge Michael Tupper	Administrative Office of the Courts	Judge
Paul Harris	Oklahoma Highway Safety	Director
Young Onoruh	Department of Mental Health and Substance Abuse Services	Director

## Strategic Plan Details

The Committee identified and categorized several initial activities to explore for calendar year 2025. The categories identified by the Committee, and carried over substantially from previous work by the Governor's Impaired Driving Prevention Advisory Committee (GIDPAC) from 2012-2016, are as follows:

1. Program Management/Strategic Planning
2. Prevention/Treatment
3. Criminal Justice System (including administrative license revocation)
4. Communications
5. Data/Program Evaluation
6. Legislation/Regulation
7. Technology

## Scope and Activities

During the December 18, 2024, Committee meeting, members were asked to identify specific action items to address Oklahoma's impaired driving problem from their respective areas of expertise. The resulting strategies were organized into defined categories to align with the Committee's strategic framework. Each strategy is assigned a primary category to indicate its principal area of focus and a secondary category to reflect any additional area it supports. This dual categorization highlights strategies that span multiple areas, ensuring both their primary purpose and broader contributions are clearly understood and considered in implementation planning.

Strategy	Primary Category	Secondary Category
Resolve the apparent disconnect between civil and criminal actions on DUIs.	Criminal Justice System	Data/Program Evaluation
Review assessment instruments being used/required.	Prevention/Treatment	Criminal Justice System & Legislation/Regulation
Completely re-write 47 O.S. §11-902.	Legislation/Regulation	Criminal Justice System & Prevention/Treatment
Explore adopting 0.05g/210L legal limit for alcohol.	Legislation/Regulation	Criminal Justice System
Explore solutions to address wrong way drivers.	Technology	Criminal Justice System & Legislation/Regulation
Provide method to electronically transmit charging documents in DUI cases.	Technology	Legislation/Regulation & Criminal Justice System
Explore implementation of memorial checkpoints.	Criminal Justice System	Communications

Re-write sentencing statutes related to DUI.	Legislation/Regulation	Criminal Justice System
Adopt practices to increase compliance rate regarding installation of ignition interlock device.	Legislation/Regulation	Criminal Justice System
Provide for introduction of "propensity" evidence in DUI prosecutions.	Criminal Justice System	Legislation/Regulation
Re-write aggravated DUI statutes to address drug impairment.	Legislation/Regulation	Criminal Justice System
Re-write administrative license revocation statutes to address drug impairment.	Legislation/Regulation	Criminal Justice System
Increase training opportunities for law enforcement, prosecutors, and judges.	Program Management/Strategic Planning	
Implement oral fluid testing in impaired driving cases.	Criminal Justice System	Legislation/Regulation & Technology
Address DUI as a violent crime.	Legislation/Regulation	Criminal Justice System
Adopt legislation addressing transporting an open container for cannabis.	Legislation/Regulation	Criminal Justice System
Predicate administrative license revocation on finding of probable cause in a criminal action.	Legislation/Regulation	Criminal Justice System
Research Screening, Brief Intervention, and Referral to Treatment (SBIRT) in order to identify risks for recidivism early.	Prevention/Treatment	Criminal Justice System
Develop co-training opportunities for law enforcement and prosecutors.	Program Management/Strategic Planning	Criminal Justice System
Develop a strategy to promote cultural change around the issue of impaired driving.	Communications	Program Management/Strategic Planning
Integrate DUI data from all sources.	Technology	Program Management/Strategic Planning
Dedicate resources to the Committee sufficient for full-time staffing to implement the statewide strategic plan.	Program Management/Strategic Planning	Legislation/Regulation
Add members to the Committee representing the Department of Corrections, Alcohol Beverage Law Enforcement, Oklahoma Indigent Defense System, Oklahoma Turnpike Authority, and Tribal governments.	Legislation/Regulation	Program Management/Strategic Planning
Remove restriction in the statute limiting the Committee to 4 meetings per year.	Legislation/Regulation	

## 405(e) Distracted Driving

### Distracted Driving Information

Distracted driving remains a significant concern on Oklahoma roadways. While official, fully finalized statistics for distracted driving crashes (with specific breakdowns for total crashes, fatalities, and serious injuries directly attributed to distraction) can take time to compile and release from state agencies for the most recent calendar year, overall traffic fatalities in Oklahoma saw a slight decrease in 2023, with 697 fatalities, after peaking in 2021. However, national trends indicate that distracted driving continues to be a major contributor to crashes.

The Oklahoma Crash Electronic Reporting System (OCERS), which implemented the Model Minimum Uniform Crash Criteria (MMUCC) fifth edition, now captures more refined distracted driving data elements. The OHSO anticipates that this improved data collection will lead to a more accurate representation and potentially an increase in the reported number of crashes attributed to distracted driving as more comprehensive data becomes available through OCERS. Trends observed by organizations like Oklahoma Challenge indicate a 7.7% increase in screen interaction from 2021 to 2023 among Oklahoma drivers, highlighting the persistent nature of this dangerous behavior.

### Distracted Driving Awareness & Education

The 2023 publication of the Oklahoma Driver Manual includes the following distracted driving instructional information.

#### Car Phone Safety

Oklahoma law requires drivers to give their full attention to the road. Unfortunately for many Oklahomans, distracted driving is trending.

Distracted Driving is extremely risky behavior and puts you and your passengers in danger, as well as pedestrians and bicyclists sharing the road.

There are three main categories of driver distraction:

- Visual: Taking your eyes off the road
- Manual: Taking your hands off the steering wheel
- Cognitive: Thinking about anything other than driving

Distracted driving, which includes any activity that diverts attention from driving, can be very dangerous. In 2014 alone, more than 3,000 people were killed and an additional 431,000 were injured in motor vehicle crashes involving distracted drivers nationwide.

Distracted driving can include eating and drinking, talking to people in your vehicle, fiddling with the stereo or texting and driving.

## Safety tips for phoning while driving:

- Whenever possible, pull off the road before calling from your car.
- Do not unbuckle your seat belt to reach for a phone.
- Use the memory dial function and voice-activated dialing when possible to avoid taking your eyes off the road.
- Do not allow the phone to distract or disturb you while driving.
- DO NOT eat, drink, light a cigarette, read or write while you talk and drive.
- Make your calls as short as possible; know when to hang up.
- Know your own limits. If you recognize that using a car phone distracts you from driving safely, limit your use or simply pull off the road when you're on the phone.

As of 2015, it is illegal to text while driving in Oklahoma. Commercial drivers or public transit drivers are also prohibited from making hand-held phone calls while driving.

## Pay Attention – Be Alert

In 2009, 10 fatal crashes involved a driver distracted by an electronic device. Learner's Permit or Intermediate License holders can be suspended or have their license canceled for using a hand-held electronic device while operating a motor vehicle for non-life-threatening emergency purposes.

The Oklahoma Drivers Test includes the following Distracted Driving questions:  
Drivers Manual Suggested Questions

Distracted Driving:

1. What are types of “D” Drivers?

- A. Drunk/Drugged
- B. Distracted
- C. Drowsy
- D. All of the Above

2. “D” Drivers may cause serious injury and/or death to those providing:

- A. Emergency Medical Services
- B. Fire-Rescue
- C. Law Enforcement
- D. All of the Above

3. “D” Drivers may cause serious injury and/or death to those providing:

- A. Towing and Recovery
- B. Transportation/ Public Works
- C. Emergency Management
- D. All of the Above

4. What is Distracted Driving?

- A. Any activity that diverts attention from driving
- B. Eating and Drinking while driving
- C. Texting and driving
- D. All of the Above

5. What is an example of a distraction you bring into the vehicle?

- A. Gear Shifter
- B. Cell Phone
- C. Rear View Mirror
- D. Seatbelt

6. What is an example of a distraction built into the vehicle?

- A. Wildlife
- B. Radio/ Stereo

- C. Billboards
- D. Other Vehicles

7. What is an example of a distraction outside of the vehicle?

- A. Stereo
- B. Construction Zones
- C. Rear View Mirror
- D. Cell Phone

## Distracted Driving Law

### Prohibition on Texting While Driving

In 2015 the Oklahoma Highway Patrol, in conjunction with the OHSO, began conducting a distracted driving enforcement period in memory of fallen Trooper Nicholas Dees, who was tragically killed in the line of duty by a distracted driver. The campaign is designed to educate the public on the distracted driving (Texting While Driving) law that was enacted that same year, 2015. The law dubbed the Nick Dees law, prohibits texting while driving went into effect 1 November 2015.

Legal Citation: *47 OK Stat § 47-11-901d (2015)*

## 405(f) Motorcyclist Safety Grant

### Motorcycle Safety Information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: No

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

#### Motorcycle Rider Training Course

State authority agency: Department of Public Safety

State authority name/title: Maj Jeremy Allread

Introductory rider curricula approved by the designated State authority and adopted by the State:

Approved curricula: Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

**CERTIFICATION:** The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records. The State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for much of the State's registered motorcycles.

### Motorcycle Registration by County, 2023

County or Political Subdivision	Number of registered motorcycles
Beckham County	884
Carter County	2153
Cleveland County	8,830
Comanche County	4,014
Creek County	3,235
Garfield County	2,614
Jackson County	1,028
Kingfisher County	612
Muskogee County	1,768
Oklahoma County	22,087
Payne County	2,343
Tulsa County	15,965

Total # of registered motorcycles in State: 127,672

### Number Crashes Involving a Motorcycle and at Least One Other Motor Vehicle by County, 2021

Crashes Involving a Motorcycle and at Least One Other Motor Vehicle by County, 2021									
County	# of Crashes	County	# of Crashes	County	# of Crashes	County	# of Crashes	County	# of Crashes
Adair	3	Jackson	3	Payne	10	Cotton	1	Mayes	10
Alfalfa	1	Jefferson	1	Pittsburg	8	Craig	2	Murray	3
Atoka	1	Kay	5	Pontotoc	5	Creek	8	Muskogee	5
Beckham	3	Kingfisher	1	Pottawatomie	20	Custer	3	Noble	2
Bryan	7	Latimer	1	Rogers	15	Delaware	11	Okfuskee	2
Caddo	1	LeFlore	10	Seminole	5	Garfield	6	Oklahoma	193
Canadian	31	Lincoln	2	Sequoyah	8	Garvin	1	Omulgee	2
Carter	7	Logan	6	Stephens	1	Grady	4	Osage	2
Cherokee	6	Love	3	Texas	1	Hughes	1	Ottawa	3
Choctaw	4	McClain	4	Tulsa	150	Cleveland	34	McIntosh	3
Cimarron	1	McCurtain	9						

## Use of Fees Collected from Motorcyclists for Motorcycle Programs

### Use of Fees Mandated by State Law

The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for purpose of funding motorcycle training and safety programs spent on motorcycle training and safety programs.	Yes
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes

### Legal Citations

#### Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: *47 O.S. 40-123*

Amended Date: 11/1/2012

#### Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: *47 O.S. 40-123*

Amended Date: 11/1/2012

## Certifications, Assurances, and Appendices Attached

## **Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State 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.]*

State: Oklahoma

Fiscal Year: 2026

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

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;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reportin\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reportin_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
  - Unique entity identifier (generated by [SAM.gov](#));
- 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 [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d et seq.](#), 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [\*49 CFR part 21\*](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [\*28 CFR 50.3\*](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [\*49 CFR part 27\*](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

## **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
- b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

#### **THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. 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);

- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

#### **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-awards 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 TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
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 primary tier 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 tier 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 tier 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 or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). 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 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 entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “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 and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
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 the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY  
MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 PARTICIPANT CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
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 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, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). 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 “Instructions for Lower Tier Participant Certification” including the “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 and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
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 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 participating in covered transactions 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.

## **BUY AMERICA**

### **(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

### **(applies to subrecipients as well as States)**

#### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

#### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**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 and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## **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 vehicles 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.

## **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for 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\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. 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\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. 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 as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
  - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
  - Increase use of seat belts by occupants of motor vehicles;
- 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, except for the Secretary of Interior on behalf of Indian tribes;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. 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))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

**Click here to validate form fields and permit signature**



7/31/25

Signature Governor's Representative for Highway Safety

Date

Tim Tipton

Printed name of Governor's Representative for Highway Safety

## Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Oklahoma \_\_\_\_\_ Fiscal Year: 2026 \_\_\_\_\_

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**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 Highway Safety Plan. Attachments may be submitted electronically.

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### PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

*[Check the box above only if applying for this grant.]*

#### **ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at pg 21-30 \_\_\_\_\_ (location).
- 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 in the annual grant application at pg 81 \_\_\_\_\_ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at pg 83 \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at pg 83 \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

## LOWER SEAT BELT USE STATES ONLY

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o 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 \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.

o Legal citation(s):

- 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.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at  
pg 21-30 \_\_\_\_\_ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at  
pg 21-30 \_\_\_\_\_ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
- o The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 6/30/21 (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

The State has designated a TRCC coordinator.

The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

[ *Fill in the blank below.*] Written description of the performance measure(s), 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 is provided in the annual grant application at  
pg 85 \_\_\_\_\_ (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

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 1300.23(j).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 12/31/24 (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location)  
pg 87  
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location)  
pg 87  
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location)  
pgs 88-89  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

#### **HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at \_\_\_\_\_ (location)  
addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at \_\_\_\_\_ (location)  
contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location)

describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

*[Check the box above only if applying for this grant.]*

*[Check one box below and fill in all blanks under that checked box.]*

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
  - \_\_\_\_\_
  - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- Identify all alcohol-ignition interlock use exceptions.

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The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

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- Identify list of alcohol-ignition interlock program use violations;

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- Identify all alcohol-ignition interlock use exceptions.

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**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[Check the box above only if applying for this grant.]*

*[Fill in all blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*  
\_\_\_\_\_

*[Check at least one of the boxes below and fill in all blanks under that checked box.]*

*Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*  
\_\_\_\_\_

*Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).

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**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

## **DISTRACTED DRIVING AWARENESS GRANT**

The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at pg 92-93 \_\_\_\_\_ (location).

## **DISTRACTED DRIVING LAW GRANTS**

**Prohibition on Texting While Driving**

State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 11/1/15 (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;  
47 OK Stat § 47-11-901d
- Definition of covered wireless communication devices;  
47 OK Stat § 47-11-901d
- Fine for an offense;  
47 OK Stat § 47-11-901d
- Exemptions from texting ban.  
47 OK Stat § 47-11-901d

**Prohibition on Handheld Phone Use While Driving**

The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
- Definition of covered wireless communication devices;
- Fine for an offense;
- Exemptions from handheld phone use 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, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;

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- Definition of covered wireless communication devices;

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- Fine for an offense;

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- Exemptions from youth cell phone use ban



### **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;

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- Definition of covered wireless communication devices;



## **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

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



### **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Maj Jeremy Allread, Department of Public Safety
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*



Motorcycle Safety Foundation Basic Rider Course;



TEAM OREGON Basic Rider Training;



Idaho STAR Basic I;



California Motorcyclist Safety Program Motorcyclist Training Course;



Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at pg 95

(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



### **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Maj Jeremy Allread, Department of Public Safety.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at pg 95 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at pg 95 (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



### **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*



### **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).



### **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

**Applying as a Law State—**

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

*Legal citation(s):*

47 O.S. 40-123

\_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_\_\_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*

47 O.S. 40-123

**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 in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at  
pg 73 \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at  
\_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* \_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

▪ *Legal citation(s):*

Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

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

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.



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Signature Governor's Representative for Highway Safety

Date

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Printed name of Governor's Representative for Highway Safety

# IMPAIRED DRIVING PREVENTION ADVISORY COMMITTEE



## STATEWIDE STRATEGIC PLAN CALENDAR YEAR 2025

December 31, 2024

## INTRODUCTION

The problem of impaired driving is complex. The solutions cut across disciplines, requiring the thoughtful input of the private sector, law enforcement, and other governmental services. In light of this, the Impaired Driving Prevention Advisory Committee (Committee) was created by the Second session of the 59<sup>th</sup> Oklahoma Legislature. *See 47 O.S. §6-212.7*. The legislative mandate to the Committee was to initially create, and annually update, a statewide strategic plan to combat impaired driving in Oklahoma. The Committee brings together the various stakeholders in the fight to end impaired driving in Oklahoma. The inaugural meeting of the Committee was held on December 18, 2024. The following representatives for the *ex officio* members of the Committee were present at the meeting:

Representative	<i>Ex Officio Member</i>
Kevin Behrens	Department of Public Safety
Chief Michael Bell	Oklahoma Association of Chiefs of Police
Sheriff John Whetsel (Ret.)	Oklahoma Sheriffs Association
Major Garrett Vowell	Oklahoma Highway Patrol
Jeff Murrow	VOID Oklahoma
Debra Coffey	SAFE
Ryan Stephenson	District Attorneys Council
Senator Roland Pederson	Oklahoma State Senate
Kevin Kramer	Oklahoma State Bureau of Investigation
Josh Smith	Oklahoma Board of Tests for Alcohol and Drug Influence
Judge Michael Tupper	Administrative Office of the Courts

Recognizing the preparation of a substantive report by the deadline of December 31, 2024, was impractical, the Committee authorized the creation of this abbreviated report to outline its planned activities in calendar year 2025 and beyond.

## THE IMPAIRED DRIVING PROBLEM IN OKLAHOMA

Historically, incidents of impaired driving have been notoriously hard to quantify in Oklahoma. The various silos of enforcement, prosecution, adjudication, and offender monitoring has been identified as a major barrier to obtaining an accurate picture of the problem. While significant investment is currently being made to address this issue, many of those improvements are still in development.

In 2021, the latest year for which data is available, the Oklahoma Highway Safety Office (OHSO) reported 495 traffic fatalities related to drugs and/or alcohol. (*See [OHSO Crash Facts](#)*). This figure represents approximately 65% of all traffic fatalities in 2021. (*See [OHSO Crash Facts Summary](#)*). During the same year, the Oklahoma State Bureau of Investigation reported 10,412 arrests for driving under the influence. Unfortunately, future projections of alcohol and drug related fatalities are trending upward according to OHSO. (*See [2024-2026 Highway Safety Plan](#)*).

In any event, the numbers on a page are a poor representation of the carnage wrought by this easily preventable crime. Each of those fatalities represents a loved one lost due to the irresponsible decision to drive impaired. As one Committee member stated, “until it is difficult, people will continue to drive impaired”. Simply stated, this crime, whether it is the first offense or the tenth, is not “just a DUI”. The Committee is dedicated to providing well-conceived and well-crafted proposals to reduce the incidents of impaired driving and impaired driving crashes in Oklahoma.

## INITIAL SCOPE OF COMMITTEE ACTIVITIES

The Committee identified and categorized several initial activities to explore for calendar year 2025. The categories identified by the Committee, and carried over substantially from previous work by the Governor’s Impaired Driving Prevention Advisory Committee (GIDPAC) from 2012-2016, are as follows:

1. Program Management/Strategic Planning
2. Prevention/Treatment
3. Criminal Justice System (including administrative license revocation)
4. Communications
5. Data/Program Evaluation
6. Legislation/Regulation
7. Technology

At the opening of the December 18, 2024, meeting of the Committee, the members were asked to provide specific action items to address the DUI problem in Oklahoma from their unique perspectives. These initial thoughts have been organized into the categories above. Because many of the specific strategies cut across the categories, a primary and secondary category are listed.

Strategy	Primary Category	Secondary Category
Resolve the apparent disconnect between civil and criminal actions on DUIs.	Criminal Justice System	Data/Program Evaluation
Review assessment instruments being used/required.	Prevention/Treatment	Criminal Justice System & Legislation/Regulation
Completely re-write 47 O.S. §11-902.	Legislation/Regulation	Criminal Justice System & Prevention/Treatment
Explore adopting 0.05g/210L legal limit for alcohol.	Legislation/Regulation	Criminal Justice System
Explore solutions to address wrong way drivers.	Technology	Criminal Justice System & Legislation/Regulation
Provide method to electronically transmit charging documents in DUI cases.	Technology	Legislation/Regulation & Criminal Justice System
Explore implementation of memorial checkpoints.	Criminal Justice System	Communications

Re-write sentencing statutes related to DUI.	Legislation/Regulation	Criminal Justice System
Adopt practices to increase compliance rate regarding installation of ignition interlock device.	Legislation/Regulation	Criminal Justice System
Provide for introduction of “propensity” evidence in DUI prosecutions.	Criminal Justice System	Legislation/Regulation
Re-write aggravated DUI statutes to address drug impairment.	Legislation/Regulation	Criminal Justice System
Re-write administrative license revocation statutes to address drug impairment.	Legislation/Regulation	Criminal Justice System
Increase training opportunities for law enforcement, prosecutors, and judges.	Program Management/Strategic Planning	
Implement oral fluid testing in impaired driving cases.	Criminal Justice System	Legislation/Regulation & Technology
Address DUI as a violent crime.	Legislation/Regulation	Criminal Justice System
Adopt legislation addressing transporting an open container for cannabis.	Legislation/Regulation	Criminal Justice System
Predicate administrative license revocation on finding of probable cause in a criminal action.	Legislation/Regulation	Criminal Justice System
Research Screening, Brief Intervention, and Referral to Treatment (SBIRT) in order to identify risks for recidivism early.	Prevention/Treatment	Criminal Justice System
Develop co-training opportunities for law enforcement and prosecutors.	Program Management/Strategic Planning	Criminal Justice System
Develop a strategy to promote cultural change around the issue of impaired driving.	Communications	Program Management/Strategic Planning
Integrate DUI data from all sources.	Technology	Program Management/Strategic Planning
Dedicate resources to the Committee sufficient for full-time staffing to implement the statewide strategic plan.	Program Management/Strategic Planning	Legislation/Regulation
Add members to the Committee representing the Department of Corrections, Alcohol Beverage Law Enforcement, Oklahoma Indigent Defense System, Oklahoma Turnpike Authority, and Tribal governments.	Legislation/Regulation	Program Management/Strategic Planning

Remove restriction in the statute limiting the Committee to 4 meetings per year.	Legislation/Regulation	
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## **FUTURE MEETINGS**

The Committee voted to schedule meetings on the following dates and times:

- February 21, 2025, at 10:00 a.m.
- April 11, 2025, at 10:00 a.m.
- June 6, 2025, at 10:00 a.m.
- November 7, 2025, at 10:00 a.m.

All meetings will be held at the Robert R. Lester Training Center on the campus of the Department of Public Safety, 3600 N. Martin Luther King Ave., Oklahoma City, OK 73111.

## **NEXT STEPS**

In accordance with 47 O.S. § 6-212.7 and the votes of the Committee, DPS will take the following next steps to position the Committee to begin its work in earnest in early 2025.

- The dates and times for the 2025 meetings will be submitted to the Secretary of State for purposes of compliance with the Open Meeting Act.
- DPS will communicate with the members of the Committee to determine the composition and scope of various working groups.
- DPS will submit a legislative request related to the membership of the Committee and removal of the limitation on meeting only four times per year.
- DPS will prepare a template for the Statewide Strategic Plan and distribute it to the Committee.
- DPS is working internally to provide the Committee members a log-in for a member's only portion of the DPS website. This will be used to organize and share resources with the Committee.
- DPS will begin researching nationally recognized best practices related to the items identified by the Committee for immediate attention.
- DPS will continue to encourage participation by *ex officio* members who did not appoint a representative or attend the initial meeting.

## CONCLUSION

Pursuant to 47 O.S. §6-212.7, the above and foregoing is being submitted to the Office of the Governor, the Speaker of the House of Representatives, and the President Pro Tempore of the Senate on behalf of the Impaired Driving Prevention Advisory Committee.

Date: December 31, 2024

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