

# STATE OF OKLAHOMA



## FY 2008 PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN



# OHSO

Oklahoma Highway Safety Office



August, 2007

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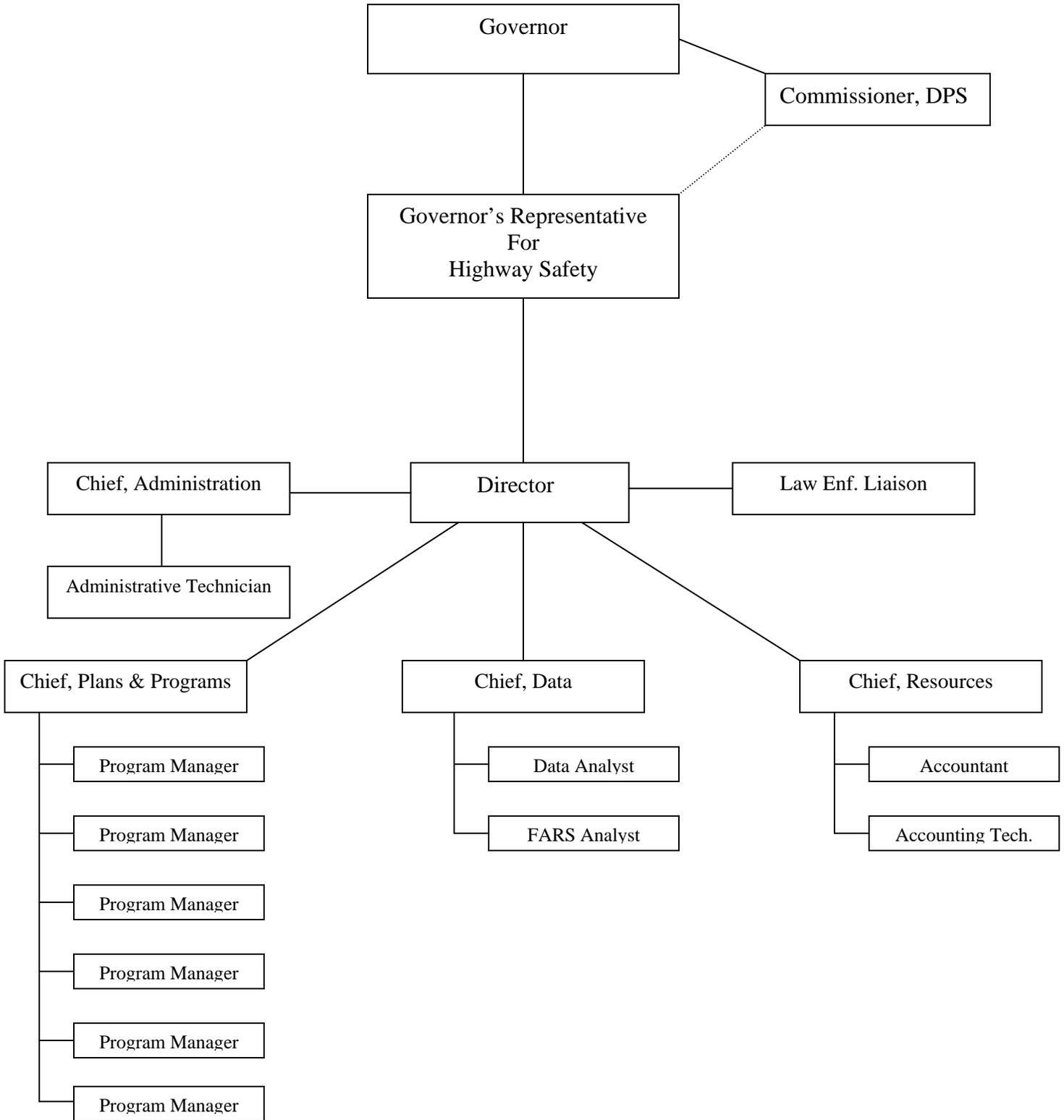
## HIGHWAY SAFETY PLANNING PROCESS

The highway safety planning process is circular and continuous. At any point in time, the Oklahoma Highway Safety Office (OHSO) may be working on previous, current and upcoming fiscal year plans. In addition, due to a variety of intervening and often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates.

The OHSO provides leadership and coordination for Oklahoma's traffic safety efforts. The OHSO continues to expand partnerships, while maintaining and energizing current processes. Partners include: State agencies, local law enforcement agencies, faith groups, diversity groups and others.

- January:** Host annual statewide workshop to discuss issues and future priorities with partners. Set performance goals and objectives, and benchmarks.
- February:** Local government applications received by OHSO. Problem Identification completed.
- March:** Project selection process.
- April:** Central Purchasing applications received. Program and project selections completed.
- May:** Selection letters sent out. Contracts developed.
- June-July:** Create Highway Safety Plan/Performance Plan (HSP/PP).
- August:** HSP/PP submitted.
- September:** Draft contracts.
- October:** Implement grants and contracts.
- November:** Draft Annual Report.
- December:** Submit Annual Report.

# OKLAHOMA HIGHWAY SAFETY OFFICE



# **OKLAHOMA HIGHWAY SAFETY OFFICE**

## **VISION**

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

## **VALUES**

*Integrity*

*Service*

*Excellence*

## **PRINCIPLES**

*Credibility*

*Teamwork*

*People*

## **MISSION**

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

## EXECUTIVE SUMMARY

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

Heading into Federal Fiscal Year 2008, which begins October 1, 2007 Oklahoma is positioned to continue to aggressively address highway safety issues.

The passage in 2005 of SAFETEA-LU, a multi-year authorization, helped stabilize highway planning efforts.

Oklahoma's belt usage decreased in 2007:

Belt Restraint: 83.1% (Down .6 of a percentage point from 83.7% in 2006)

Oklahoma's highway safety efforts continue to focus on reducing the number and severity of traffic crashes through sound education, enhanced enforcement, and smart engineering.

The Oklahoma Highway Safety Office (OHSO) promise is to continue providing sound leadership, planning, and coordination for Oklahoma highway safety efforts.

## **LEGISLATIVE ISSUES**

Oklahoma's Legislature meets annually from the first Monday in February through the last Friday in May. Term limits were imposed on the Legislature, with new faces seen in the 2007 session. The 2008 proposed legislation will include issues concerning Occupant Protection, Alcohol and Impaired Driving, and Child Passenger Safety Seat (CPS) issues.

Specific education efforts to increase the seat belt fine and to include all seating positions will be submitted through the Department of Public Safety Legislative Liaison. Passage will allow Oklahoma to qualify for Occupant Protection incentive grant programs in SAFETEA-LU.

The Oklahoma Highway Safety Office will also work with the Department Of Public Safety Legislative Liaison to consider legislation on impaired driving education. Items concerning mandatory Blood Alcohol Concentration (BAC) testing, electronic signature authorization for probable cause affidavits, and license revocation periods for impaired drivers will be proposed legislation.

A helmet law for motorcyclists was introduced in the 2007 legislative session but failed to be implemented. It is not anticipated that legislation for a mandatory helmet law will be introduced in 2008.

## **PROBLEM IDENTIFICATION PROCESS**

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

The OHSO Data Analyst prepares a Problem Identification based on one year of crash data and a 5-year trend to design new countermeasures, monitor their progress, and document program results. Traffic collisions are organized into classifications (KAB [Fatalities, Incapacitating Injuries, Non-Incapacitating Injuries], Fatal, Unsafe Speed, Driver Error, Alcohol/Drug-Related, Motorcycle, Pedestrian, and Bicycle).

Each classification of traffic collisions is analyzed and documented in the Problem Identification to include:

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

Data and other information are discussed, reviewed, analyzed, evaluated among the various agencies to pinpoint specific traffic safety problems. Fatal, non-fatal injury and property damage crashes on Oklahoma's streets and highways are identified as primary traffic safety problems based on the problems identified through the above process, OHSO recommends specific countermeasures that can be implemented to promote highway safety in an effort to reduce the incidence and severity of traffic crashes in the State.

In January of each year, a traffic safety forum is conducted where issues and priorities are discussed with partners.

Population data is derived from the latest census information collected by the U.S. Census Bureau and published by the Oklahoma Department of Commerce. Population data is estimated for each year based on the latest census and is used in development of the Problem Identification.

A Traffic Records Assessment was conducted in December 2004 and the Oklahoma Traffic Records Council is addressing recommendations from that assessment. Much improvement is being made in traffic records in Oklahoma due to a grant from Federal Motor Carrier Safety Administration (FMCSA) and funds earmarked for traffic records through TEA-21 legislation. The backlog of data entry of crash reports and citations has essentially been eliminated.

Safety belt and child restraint surveys are conducted each year using NHTSA approved methods to determine the State's use rate.

FARS data and data obtained from the Oklahoma Department of Public Safety database are compared to determine omissions and inaccuracies to improve the data quality.

**Crash Data and Trends**  
**Baseline Data 1997 – 2001**  
**Progress Report Data 2002 – 2006**

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Fatalities (Actual)	846	769	747	662	682	739	671	777	800	765
Fatality Rate (100M VMT)	2.6	1.9	1.8	1.6	1.6	1.6	1.5	1.7	1.7	1.6
Injuries <sup>1</sup> (Actual)	58,083	50,249	48,478	47,115	45,275	45,386	42,678	42,411	40,853	40,960
Injuries <sup>2</sup> (Serious)	22,520	21,372	21,085	20,118	19,047	19,577	18,685	18,359	17,505	17,488
Fatality & Serious Injury Rate (100M VMT)	71.0	54.9	53.3	49.1	46.2	45.3	43.2	42.2	39.9	38.4
Fatality Rate (100 K Pop.)	25.5	23.0	21.6	19.2	19.7	21.2	19.1	22.0	22.5	21.4
Fatality & Serious Injury Rate (100K Pop.)	704.4	657.4	632.7	602.2	570.2	581.5	551.2	543.1	519.5	510.0
Alcohol/Drug-Related Fatalities <sup>3</sup>	229	172	148	150	179	165	169	187	166	157
Proportion of Alcohol/Drug-Related Fatalities	23.6%	22.4%	19.4%	22.7%	26.2%	22.3%	25.2%	24.1%	20.7%	20.5%
Alcohol/Drug-Related Fatalities (100M VMT)	.61	.43	.35	.35	.42	.37	.38	.41	.36	.33
Motorcycle Fatalities (Actual)	30	25	31	26	35	39	43	79	73	65
Motorcycle Fatalities (100K Pop.)	.87	.72	.90	.75	1.01	1.12	1.22	2.24	2.05	1.81
Unsafe Speed Fatalities	228	220	179	186	205	181	177	239	239	203
Driver Error <sup>4</sup> Fatalities	353	318	333	261	271	328	280	282	307	315
Pedestrian Fatalities	70	49	62	44	49	53	39	50	51	46
Bicycle Fatalities	5	4	9	5	2	6	3	6	7	5
Train Fatalities	26	10	12	12	6	17	9	8	2	15

<sup>1</sup> Includes incapacitating, non-incapacitating and possible Injuries.

<sup>2</sup> Includes incapacitating and non-incapacitating injuries.

<sup>3</sup> Alcohol-Related crash data are from the Oklahoma Traffic Collision Report at the time of the collision. The collision report is not updated with alcohol information received after completion of the report. This creates a discrepancy with FARS data.

<sup>4</sup> Driver Error is an aggregate group composed of crashes with the following principal causes: Changed Lanes Unsafely, Failed to Stop, Failed to Yield, Followed Too Closely, Improper Overtaking, Improper Parking, Improper Turn, Inattention, Left of Center, Stopped in Traffic Lane, Wrong Way.

**Proportions of Population Using Safety Belts**

1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
47.4%	56.0%	60.7%	67.5%	67.9%	70.1%	76.7%	80.3%	83.1%	83.7%

**Child Restraint Use**

1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
51.9%	54.4%	62.5%	71.7%	66.0%	77.4%	75.7%	80.6%	82.7%	86.7%

## **Listing and Description of Information/Data Sources**

### **Fatality and Other Crash Reports**

The Oklahoma Department of Public Safety (DPS) collects fatality and other crash reports. Paper copies of the reports are received and input by the Records Management Division into the DPS mainframe computer. The data is then downloaded into a DB2 server where the data analyst can access the data. Data is analyzed using SPSS software.

### **Occupant Protection Surveys**

Each summer the University of Oklahoma conducts a safety belt and a child restraint observation survey for the Oklahoma Highway Safety Office. The results of these surveys are part of the annual Problem Identification.

### **FARS**

Although the actual FARS data is not used in the Problem Identification, the fatality count by DPS and FARS are compared for accuracy. If any discrepancies are found, research is conducted to determine the cause and necessary corrections are made.

### **Demographics**

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

## OKLAHOMA DEMOGRAPHICS

Oklahoma ranks 18<sup>th</sup> in size with a land area of 69,919<sup>5</sup> square miles and is located almost in the center of the United States. It is bordered by Texas to the south, Arkansas and Missouri to the east, Kansas and Colorado to the north and New Mexico and Texas to the west. Western Oklahoma, mostly in the Panhandle, is the Great Plains Region and is flat with few trees and water. The central two-third of the State is the Osage Plains with gently rolling hills, broken up by the Wichita Mountains and the Arbuckle Mountains in the southwest. The Gypsum Hills are to the west.

The Ozark Plateau in the northeastern corner of the State is a green, hilly region with streams cutting steep valleys into the limestone formations. Where the plateau and plains meet, there are deep bluffs. The Arkansas Valley is to the south of the Ozark Plateau. The Ouachita Mountains in the southeast are mostly sandstone ridges separated by narrow valley. Along the Red River in the southeastern part of the State is the West Gulf Coastal Plain.<sup>6</sup>

Oklahoma's roadway system of 113,085<sup>7</sup> total miles includes 669 miles of Interstate, 559 miles of Turnpike, 11,601 miles of State and Federal Highways, 284 miles of State Park roads, 86,665 miles of county roads, and 12,865 miles of local city streets.<sup>8</sup>

The 2000 Census shows Oklahoma ranked 27<sup>th</sup> in the U.S. with a population of 3,450,654 in 77 counties. Sixty-five percent of the state's population is urban and 35 percent is rural. During the past decade, Oklahoma's growth rate was 9.7 percent. Descendants from the original 67 tribes living in Indian Territory still live in Oklahoma. Thirty-five of the Indian tribes currently living in Oklahoma are headquartered in the State. Racial categories from Census 2000 show the following counts for Oklahoma: White only-2,628,434, American Indian/Alaska native only-273,230, Black/African American only-260,968, Asian only-46,767, Native Hawaiian/Pacific Islander only 2,372, and other-59,579. The Hispanic or Latino Origin population more than doubled from 86,160 in 1990 to 179,304 in 2000.

There were 3,815,059 registered vehicles with 70% (2,781,373) registered automobiles. Motorcycle registrations increased 13% from 83,879 registrations in 2003 to 96,632 registrations in 2004. There were 2,445,267 licensed drivers in Oklahoma in 2006.<sup>9</sup>

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<sup>5</sup> *Oklahoma Crash Facts*. 2006. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

<sup>6</sup> Oklahoma Department of Commerce. <http://www.odoc.state.ok.us/osdc.htm>.

<sup>7</sup> *Oklahoma Crash Facts*. 2006. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

<sup>8</sup> *Oklahoma Total Road Mileage: Mileage as of December 31, 2000*. Oklahoma Department of Transportation, Planning Division, GIS management Branch, Road Inventory Section. 2001.

There are approximately 150 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.<sup>10</sup> In addition to the Oklahoma Highway Patrol, there are 338 police departments, 77 sheriff offices, and 36 campus police departments.<sup>11</sup> The State of Oklahoma ranks as the largest employer in Oklahoma, followed by Wal-Mart/Sam's Club and Tinker Air Force Base. Wal-Mart/Sam's Club ranks as a Fortune 500 player with a large Oklahoma presence.<sup>12</sup>

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<sup>9</sup> *Oklahoma Crash Facts*. 2006. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

<sup>10</sup> Oklahoma State Department of Health.

<sup>11</sup> Oklahoma Association of Chiefs of Police.

<sup>12</sup> Oklahoma Department of Commerce. Major Oklahoma Employers. March 2005.  
[http://staging.okcommerce.gov/test1/dmdocuments/05Major\\_Employers.pdf](http://staging.okcommerce.gov/test1/dmdocuments/05Major_Employers.pdf). July 18, 2006.

## Fatalities

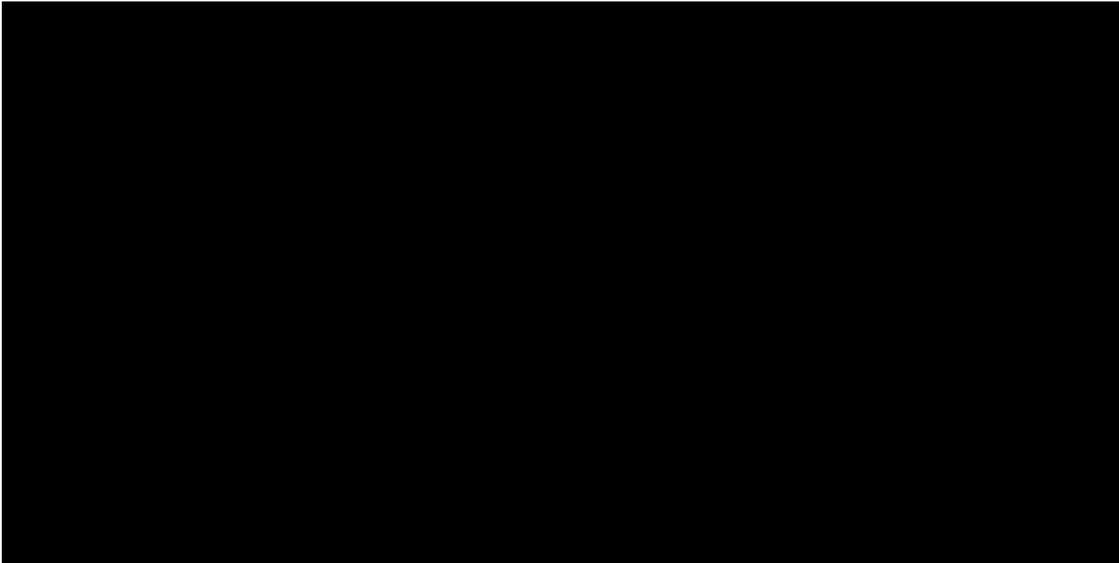


In 2006, there were 765 fatalities. This is 4.4% below the number of fatalities in 2005 and 1.5% below 2004. The 10-year period averaged 746 fatalities per year. 2006 is 2.5% above the 10-year average. In 2006, the three counties with the highest number of fatalities were Tulsa (63 fatalities), Oklahoma (57 fatalities) and Rogers (33 fatalities).

Fatalities were lowest in 2000 with 662 and highest in 1997 with 846. The 10-year period shows a downward trend. While 1997 through 2001 showed a downward trend in fatalities, the following years beginning with 2002 showed an upward trend. The year 2005 had the second highest number of fatalities in the 10-year period. The average number of fatalities for the baseline years was 741 per year. The average number of fatalities for 2002 through 2006 was 758 per year.

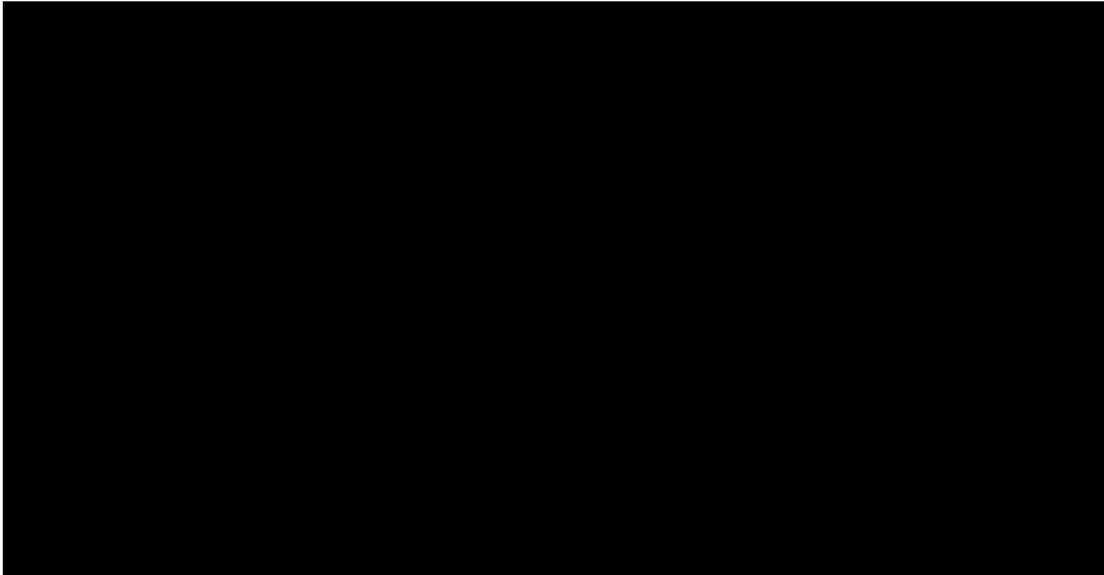
- 27.8% (186 of 668) of fatal crashes were caused by Unsafe Speed
- 14.2% (95 of 668) of fatal crashes were caused by Other Improper Act/Movement.
- 11.1% (74 of 668) of fatal crashes were caused by Left of Center.
- 9.9% (66 of 668) of fatal crashes were caused by Failure to Yield.
- 21.5% (144 of 668) of fatal crashes occurred on Rural State Highways.
- 54.0% (361 of 668) of fatal crashes occurred in daylight.
- 71.1% (475 of 668) of fatal crashes occurred in localities described as not built-up.
- 54.0% (361 of 668) of fatal crashes involved one vehicle.

## Fatality Rate per 100 VMT



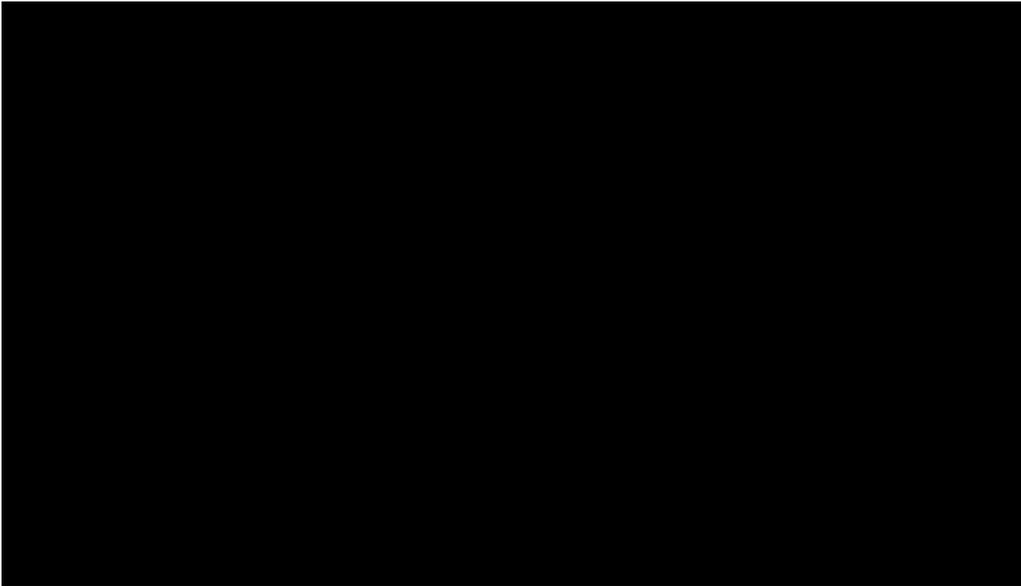
The fatality rate in 2006 is 1.6 per 100 million VMT. The fatality rate decreased from 2.6 in 1997 to 1.6 in 2006. 2003 had the lowest fatality rate of 1.5 during the 10-year period. Of the 77 counties in Oklahoma, 49 were above the 2006 statewide fatality rate of 1.6 per 100 Million VMT. The three counties with the highest fatality rate per 100 Million VMT were Roger Mills (10.2), Marshall (6.6) and Haskell (6.2).

## Fatality Rate per 100 Thousand Population



The baseline years 1997-2001 generally trended downward, while the years 2002-2006 generally trended upward. 2003 had the lowest fatality rate per 100 thousand population with a rate of 19.1.

## Injuries (Actual)



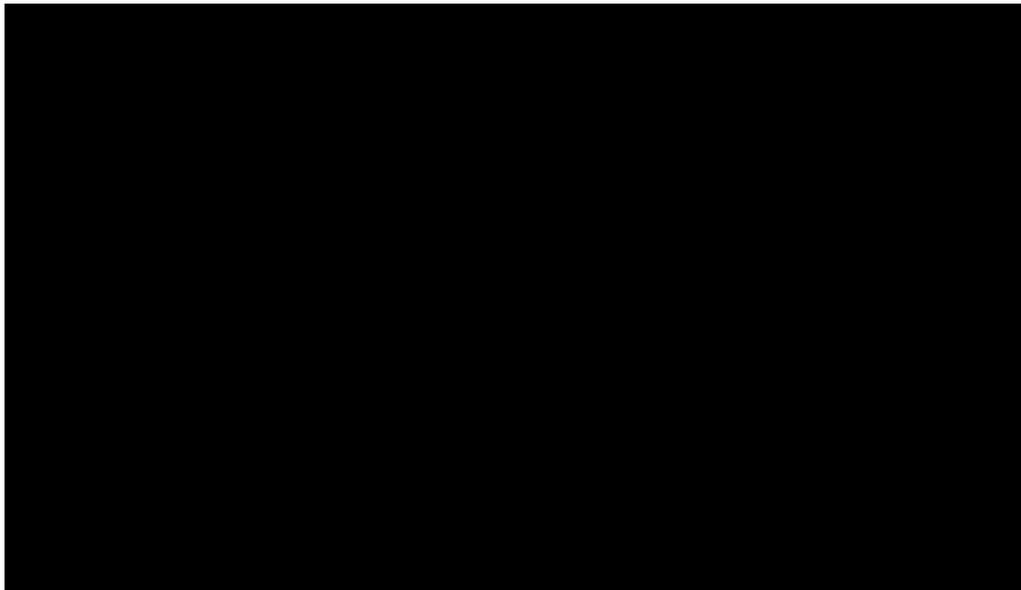
In 2006, there were 40,960 injuries. The number of injuries decreased less than one percent from 40,853 in 2005 to 40,960 in 2006. The injury rate in 2006 is 86.2 per 100 million VMT. The average number of injuries for the 10-year period is 46,149 per year. Comparison of the 10-year average to the year 2006 shows that 2006 is 11.2% below the 10-year average. The baseline years 1997-2001 averaged 49,840 injuries per year. The number of injuries in 2006 is 18.9% below the baseline average of 49,840 injuries.

### **Fatality and Serious Injury Rate per 100 Million VMT**



The fatality and serious injury rate in 2006 is 38.4 per 100 million VMT, which is considerably lower than the fatality and injury rates during the baseline years 1997-2001. Fatality and injury rates have trended downward from 2002-2006, which is a decline from the baseline years 1997-2001.

### **Fatality and Serious Injury Rate per 100 Thousand Population**



Fatality and serious injury rates per 100 thousand population trended downward during the past 10 years. The fatality and serious injury rate per 100 thousand population for the years 2002-2006 is below the rate for the baseline years 1997-2001.

## Alcohol/Drug-Related Fatalities



There were 157 fatalities in 2006 Alcohol/Drug-Related crashes. Fatalities decreased 5.4% from 166 in 2005 to 157 in 2006. Fatalities in 2006 were 31.4% below the number of fatalities in 1997. The 10-year trend shows a decrease in the number of fatalities.

Tulsa (11 fatalities), Oklahoma (10 fatalities), and Cleveland and Creek (8 fatalities each) counties had the highest incidence of fatalities in 2006 that were Alcohol/Drug-Related.

- 51.7% (2,815 of 5,442) of Alcohol/Drug-Related crashes were DUI/DWI.
- 44.7% (2,431 of 5,442) of Alcohol/Drug-Related crashes occurred on city streets.
- 51.7% (2,815 of 5,442) of Alcohol/Drug-Related crashes occurred in darkness.
- 35.9% (1,954 of 5,442) of Alcohol/Drug-Related crashes occurred in localities not built-up.
- 48.8% (2,654 of 5,442) of Alcohol/Drug-Related crashes occurred in clear weather.
- 53.2% (2,897 of 5,442) of Alcohol/Drug-Related crashes involved one vehicle.

*Note: Alcohol-Related crash data are from the Oklahoma Traffic Collision Report at the time of the collision. The collision report is not updated with alcohol information received after completion of the report. This creates a discrepancy with FARS data.*

### **Proportion of Alcohol/Drug-Related Fatalities Compared to All Fatalities**



Fatalities in Alcohol/Drug-Related crashes accounted for 22.6% of the total fatalities during the 10-year period. In 2006, Alcohol/Drug-Related fatalities accounted for 20.5% of the total fatalities. The proportion trend of Alcohol/Drug-Related fatalities trended slightly downward during the 10-year period.

### **Alcohol/Drug-Related Fatality Rate per 100M VMT**



Since 1997 the Alcohol/Drug-Related fatality rate per 100 Million VMT generally declined. The years 2002-2006 are below the baseline years of 1997-2001. The three top counties above the 2006 statewide rate of .33 per 100 Million VMT are Roger Mills (5.8), Blaine (2.8) and Woods (2.0).

## Safety Belt Use



“Oklahoma’s law requiring automobile drivers and front-seat passengers to buckle up became effective February 1, 1987. It was amended on February 1, 1989 to require drivers and front-seat passengers of pick-up trucks and vans to wear seat belts as well. Until the enactment of House Bill 1443 in 1997, Oklahoma’s law permitted only ‘secondary enforcement.’ An unbelted driver could be ticketed only after being stopped for another traffic violation. The 1997 law now permits primary enforcement—a law enforcement officer can now issue a citation solely for failure to buckle up”<sup>13</sup>.

“A comparison of the summer 2005 and the summer 2006 survey results reveals that statewide safety belt use increased by a statistically significant 0.6 percentage points (from 83.1% to 83.7%). The usage rate for summer 2006 is the highest since the summer of 1998 when weighted data began to be used.”<sup>14</sup>

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<sup>13</sup> Thomas E. James, Ph.D., Kathy Hall and Matthew Krimmer. Oklahoma Seat Belt Observation Study: Summer 2006. University of Oklahoma. Norman, Oklahoma, p. 1.

<sup>14</sup> Ibid, p. iv.

## Child Restraint Use



“Overall, the combined percentage of children who were properly restrained increased from 71.7% in 2000 to 82.7% in 2005.<sup>15</sup>

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<sup>15</sup> Thomas E. James, Ph.D., Kathy Long, and Matthew Krimmer. Statewide Child Restraint Survey: 2006. University of Oklahoma. Norman, Oklahoma, p. ii.

## Unsafe Speed Fatalities

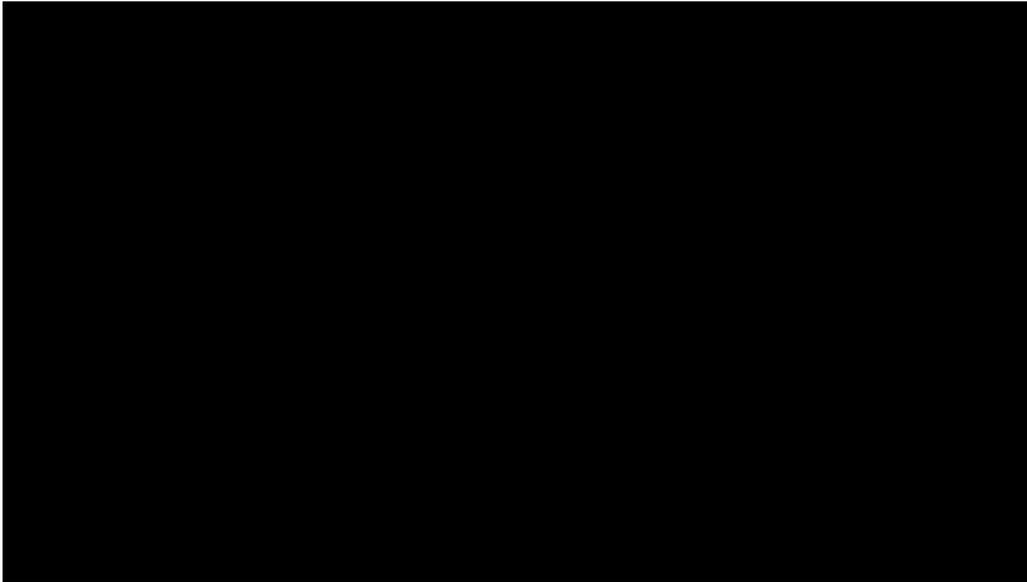


In 2006, 26.5% (203 of 765) of the fatalities were in Unsafe Speed crashes. Some 77.4% of the fatal Unsafe Speed crashes occurred in rural areas. The top three primary causes of all Unsafe Speed crashes were Rain or Wet Roadway (22.8%), Exceeding Legal Limit (17.0%) and Traffic Conditions (16.8%).

In 2006, there were 203 fatalities as a result of crashes caused by Unsafe Speed. Fatalities as a result of Unsafe Speed crashes show an upward trend. However, in 2006, fatalities were 11.0% below 1997 and 15.1% below 2005.

- 22.8% (2,214 of 9,725) of all reported Unsafe Speed crashes were caused by Unsafe Speed for Rain or Wet Roadway.
- 17.0% (1,653 of 9,725) of all reported Unsafe Speed crashes were caused by Exceeding the Legal Limit.
- 16.8% (1,634 of 9,725) of all reported Unsafe Speed crashes were caused by Unsafe Speed for Traffic Conditions.
- 60.7% (5,904 of 9,725) of all reported Unsafe Speed crashes occurred during daylight.
- 38.0% (3,694 of 9,725) of all reported Unsafe Speed crashes occurred in cloudy weather.
- 57.3% (5,574 of 9,725) of all reported Unsafe Speed crashes involved one vehicle.

## Driver Error Fatalities



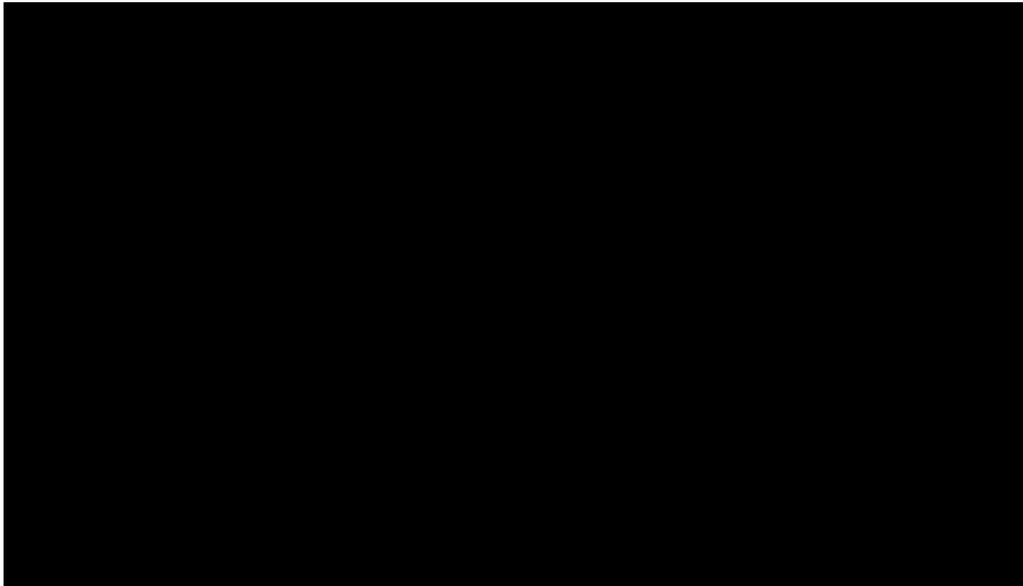
Driver Error is an aggregate group composed of crashes with the following principal causes:

Changed Lanes Unsafely  
Failed to Stop  
Failed to Yield  
Followed Too Closely  
Improper Overtaking  
Improper Parking  
Improper Turn  
Inattention  
Left of Center  
Stopped in Traffic Lane  
Wrong Way

In 2006, there were 315 fatalities as a result of Driver Error crashes. This accounts for 41.2% of the total fatalities in 2006. Since 1997, fatalities have fluctuated each year but have remained below the high of 353 in 1997. 2006 is 10.8% below 1997 and 2.6% above 2005. The 10-year period averaged 305 fatalities per year. 2006 is 3.3% above this average.

During the past 10 years, fatalities in Driver Error trended downward. Comparison of the baseline years 1997-2001 to the more current years 2002-2006 shows the more current years are continuing to trend downward.

## Motorcycle Fatalities



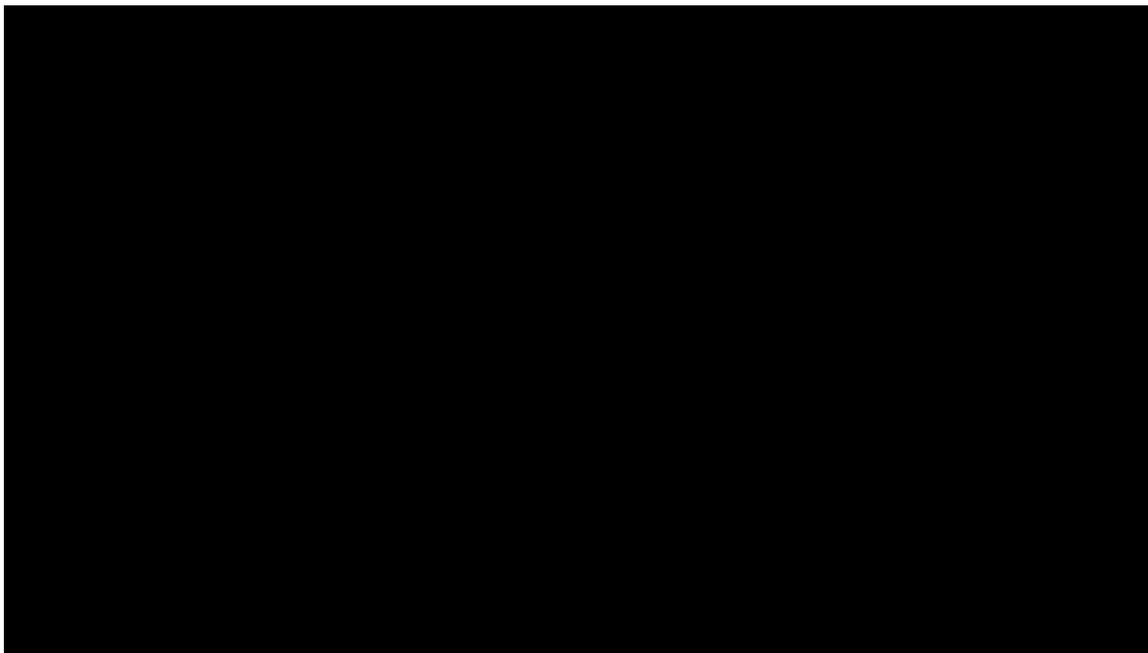
Motorcycle fatalities decreased 10.9% from 73 in 2005 to 65 in 2006. Unsafe Speed was the primary cause of Motorcycle KAB crashes with 26.1% of the total motorcycle crashes. From 1997-2006 fatalities in Motorcycle KAB crashes ranged from a high of 79 in 2004 to a low of 25 in 1998. During the 10-year period, fatalities averaged 45 per year. 2006 is 44.4% above this average.

In 2006, Motorcycle fatalities accounted for 8.5% of the total fatalities.

There is an upward trend in motorcycle fatalities when 2002-2006 is compared to the baseline years 1997-2001.

- 4.2% (65 of 1,535) of the motorcyclists involved in crashes were killed.
- 81.2% (1,247 of 1,535) of the motorcyclists involved in crashes were injured.
- 12.7% (195 of 1,535) of the motorcyclists involved in crashes were age 21-25.
- 12.4% (190 of 1,535) of the motorcyclists involved in crashes were age 41-45.
- 12.1% (186 of 1,535) of the motorcyclists involved in crashes were age 46-50.
- 11.3% (174 of 1,535) of the motorcyclists involved in crashes were age 36-40.
- 85.1% (1,307 of 1,535) of the motorcyclists involved in crashes were male.
- 73.8% (48 of 65) of the motorcycle fatalities were not wearing a helmet.

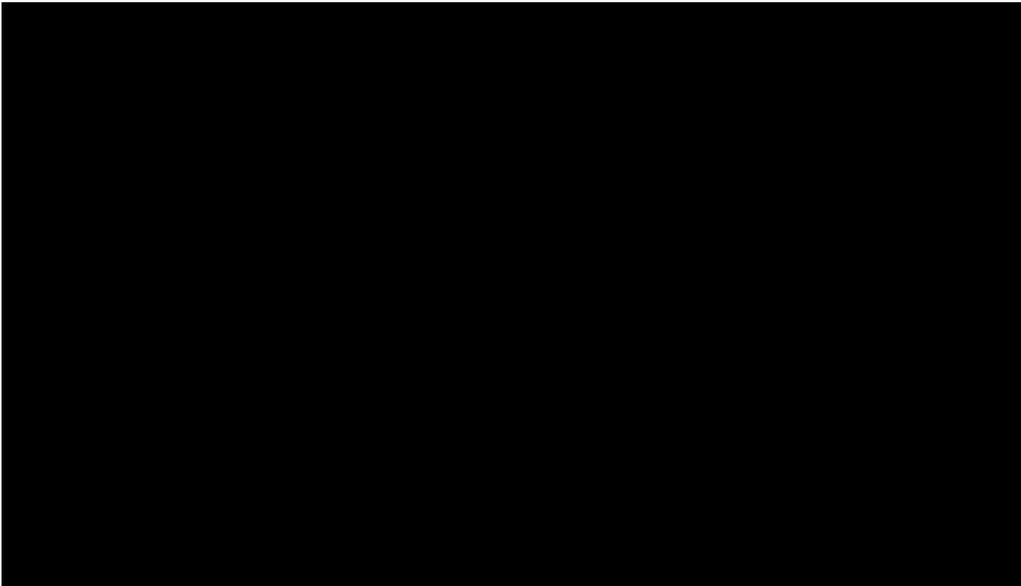
## Pedestrian Fatalities



2006 Pedestrian fatalities are 34.3% below 1997 and 9.8% below 2005. The 10-year period averaged 51 fatalities per year. 2006 is 9.8% below this average.

- **6.9% (46 of 666) of the pedestrians involved in crashes were killed.**
- **87.2% (581 of 666) of the pedestrians involved in crashes were injured.**
- **68.2% (454 of 666) of the pedestrians involved in crashes were on city streets.**
- **31.8% (212 of 666) of the pedestrians involved in crashes were under age 16.**
- **12.9% (86 of 666) of the pedestrians involved in crashes were age 10-15.**
- **8.4% (56 of 666) of the pedestrians involved in crashes were under age 10.**
- **10.1% (67 of 666) of the pedestrians involved in crashes were age 16-20.**

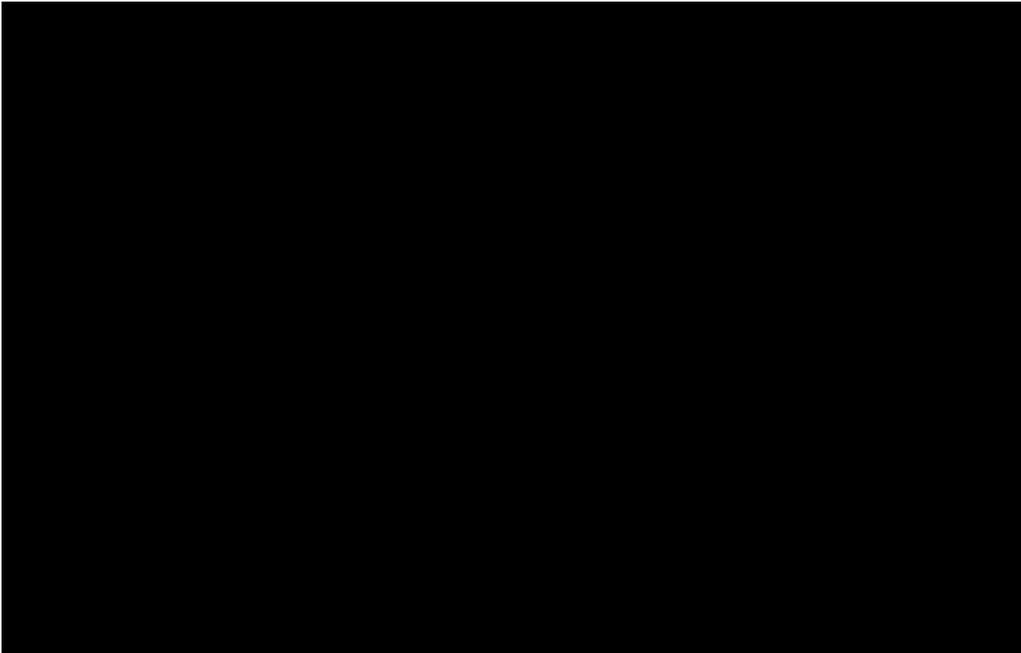
## Bicycle Fatalities



In 2006, there were five bicyclist fatalities. Bicyclist fatalities in 2006 were equivalent to 1995 and 28.6% below 2005. The 10-year period averaged five fatalities per year. 2006 is equivalent to this average.

- 1.6% (5 of 319) of the bicyclists involved in crashes were killed.
- 85.6% (273 of 319) of the bicyclists involved in crashes were injured.
- 78.4% (250 of 319) of the bicyclists involved in crashes were on city streets.
- 27.9% (89 of 319) of the bicyclists involved in crashes were under age 16.

## Train Fatalities



In 2006, train fatalities were 42.3% below 1997. The 10-year period averaged 12 fatalities per year and 2006 is 25.0% below this average.

- 51.6% (32 of 62) of train involved crashes occurred on city streets.
- 48.4% (30 of 62) of train-involved crashes were caused by Failure to Stop.
- 67.7% (42 of 62) of train involved crashes occurred in daylight.
- 45.2% (28 of 62) of train involved crashes occurred in localities not built-up.
- 96.8% (60 of 62) of train involved crashes occurred in clear/cloudy weather.
- 98.4% (61 of 62) of train involved crashes involved one vehicle.

## **DEVELOPMENT OF GOALS & OBJECTIVES**

Following the development of problem identification analysis, the OHSO conducts strategic planning sessions with its entire staff to identify goals and performance objectives for the upcoming Highway Safety Performance Plan. These sessions held during the year, used the problem identification based on data analysis, and the Oklahoma Crash Facts Book data. The performance results from prior years are also considered.

The entire OHSO staff meets to consider how well last year's goals and performance measures were met. The process is subjective.

The specific performance goals and target dates were set based on past trends and the staff's experience. Data from the last three to ten years were used in setting goals. This was supplemented by the judgment of the OHSO staff and management.

The OHSO recognizes that achievement of quantified performance goals is dependent not only on the work of the OHSO, but also on the collaborative and ongoing efforts of a multitude of government and private entities involved in improving highway safety. Advances in vehicle technology, coupled with expanded participation by the public health and private sectors (Safe Communities Concept), and aggressive traffic safety education, enforcement and engineering programs should make the goals achievable.

## *FY 2008 HIGHWAY SAFETY PERFORMANCE PLAN*

### **OVERALL PROGRAM GOAL**

To reduce deaths, injuries, and societal costs resulting from traffic crashes

### **PERFORMANCE OBJECTIVES**

To reduce mileage death rate by 0.1% annually (1.7% in 2005 to 1.4% in 2008)

To reduce fatalities by 1% annually (800 in 2005 to 776 in 2008)

To reduce AB injuries by 1% annually (17,505 in 2005 to 16,980 in 2008)

### **Alcohol/Drug Benchmarks**

To reduce Alcohol/Drug-Related fatalities by 1% annually (180 in 2005 to 174 in 2008)

To reduce Alcohol/Drug-Related AB injuries by 1% annually (2,429 in 2005 to 2356 in 2008)

### **Motorcycle Safety Benchmarks**

To prevent reduce motorcycle fatalities by 2% annually (78 in 2005 to 73 in 2008)

To prevent increased motorcycle AB injuries (939 in 2005)

### **Occupant Protection Benchmarks**

To increase safety belt use to 86% in 2008 (83.7% in 2006)

To increase safety belt use to 87% by 2009 (83.7% in 2006)

To increase child restraint use to 89% in 2008 (86.7% in 2006)

To increase child restraint use to 90% by 2009 (86.7% in 2006)

### **Pedestrian and Bicycle Benchmarks**

To reduce pedestrian fatalities from 51 in 2005 to 46 in 2008

To reduce pedestrian AB injuries by 1% annually (393 in 2005 to 380 in 2008)

To reduce bicycle-related fatalities from 7 in 2005 to 4 in 2008

To reduce bicycle AB injuries by 1% annually (190 in 2005 to 182 in 2008)

### **Police Traffic Services Benchmarks**

To reduce fatalities caused by Unsafe Speed by 1% annually (239 in 2005 to 233 in 2008)

To reduce AB injuries caused by Unsafe Speed by 1% annually (3,088 in 2005 to 2,995 in 2008)

To reduce fatalities caused by Driver Error by 1% annually (263 in 2005 to 255 in 2008)

To reduce AB injuries caused by Driver Error by 1% annually (10,508 in 2005 to 10,193 in 2008)

### **Traffic Records Benchmarks**

To maintain the data entry of crash records by the Department of Public Safety to within 30 days of receipt. (Data entry was >14 months in 2005, Reduce to <30 days in 2008.)

To improve the data entry of citation records by the Department of Public Safety to within 10 days of adjudication in 2008. (Data entry of citations from >30 days in 2005, reduce to <10days in 2008.)

To develop and pilot the Traffic and Criminal Software (TraCS) System for crash reporting by 2008. (No mobile data collection software existed in 2005. Approximately 20% mobile data collection in 2008.)

### **Railroad Highway Crossings**

To reduce the number of deaths resulting from motor vehicle crashes at rail grade crossings by 10% (61 in 2005 to 59 in 2008).

Note: AB injuries are all reported incapacitating and non-incapacitating injuries.

### **Data information used to develop performance objectives and benchmarks**

Department of Public Safety database using SPSS software

Fatality Analysis Reporting System (FARS)

Data as of: 12/31/06

## **HIGHWAY SAFETY PLANNING PROCESS DESCRIPTION**

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

The core of its process is the staff of the OHSO. Partners include: State agencies, local law enforcement agencies, etc. Additionally, partners include diversity groups (Latino Community and tribes), etc.

The process is a circle, with no beginning and no end. At any one point in time, the OHSO may be working on the last fiscal year, the current year, and the next year.

The OHSO Data Analyst prepares a Problem Identification based on one year of crash data and a 5-year trend. Following analysis of the data, the Data Analyst provides a ranking of cities and counties where the data indicates the problems occur. This allows OHSO to look at the problems, where they occur, and provide programs and services where they are the highest. The Problem Identification and the annual Crash Facts Book are used by many highway safety professionals to evaluate what traffic safety priority areas need emphasis. Numerous applicants for traffic safety grants do, and must, use statistical problem identification to support their applications. The concerns of highway safety partners are heard and discussed at conferences, workshops, and meetings. During special emphasis periods, surveys may be sent to appropriate agencies to ascertain priorities for the coming year. Several national level agencies, such as MADD, have rate-the-state reviews. The OHSO considers such evaluations.

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

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

The Records Management Division of the Oklahoma Department of Public Safety maintains a database of crash records as reported by law enforcement agencies throughout Oklahoma. This database includes crashes resulting in injury, death or over \$500 property damage. Non-traffic crashes occurring on private or public property are also included in this database. Data elements included relate to information on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists, and bicyclists involved in these crashes.

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

The OHSO may approach potential applicants about partnering in a project, or may receive unsolicited project applications. Applications undergo a thorough evaluation process. The process is defined in OHSO Policy and Procedures, and includes both subjective and objective criteria. After multiple rounds of evaluation, applications are scored, and then ranked. Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evaluation, cost assumption, and budget. Additionally, the application is reviewed to determine if the project is innovative, if there is a local match, if there is active community involvement, etc.

The process is fluid. The SAFETEA-LU requirements, regarding incentive funds, and detailed criteria demand(ed) flexibility in the process. The uncertainty of reauthorization has required no less flexibility. The OHSO attempts to statistically address identified problems using the best solutions proven to work, while simultaneously seeking out innovative solutions and new partners.

## **PROJECT SELECTION AND DEVELOPMENT**

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

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

## **PARTICIPANTS / PARTNERS**

The Oklahoma Highway Safety Office provides leadership and coordination for Oklahoma's traffic safety efforts. The OHSO continues to expand partnerships, while maintaining and energizing current partners.

Partners include: State agencies, local law enforcement agencies, faith groups, diversity groups, safety advocates and others interested in promoting traffic safety.

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

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

Active participation in the development of the State's Strategic Highway Safety Plan allowed for integration and coordination of key strategies for improving collaborative efforts in addressing highway safety counter measures.

## **PLANNING AND ADMINISTRATION OBJECTIVES**

To efficiently create, administer and evaluate Federal grant programs to achieve progress toward national and state goals to reduce fatalities, injuries, and property damage on State roads and highways.

Market the Oklahoma Highway Safety Office and its products and services.

Be the statewide leader in the highway traffic safety community.

## **PLANNING AND ADMINISTRATION STRATEGIES**

Develop and submit key planning documents and a comprehensive annual report.

Develop and submit proposed highway safety-related state legislation as appropriate.

Notify partners of proposed highway-safety related legislation.

Brief agencies, organizations, and the public on OHSO functions.

Initiate new, and improve existing, partnerships.

Conduct internal review of key OHSO documents.

Evaluate programs for the purpose of measuring effectiveness and identifying areas for improvement.

Systematically review and update policy and procedures instructions.

Evaluate customer satisfaction through the use of customer surveys.

Ensure appropriate training is conducted of appropriate staff in management and oversight of Federal funds.

**Project Number:** PA-08-07-01-00

**Project Name:** Planning and Administration

**Agency;** OHSO

**DESCRIPTION:**

Personnel services to manage and provide administrative services all Oklahoma Highway Safety Programs include:

- 50% Governor's Representative/Director
- 50% Resource Manager
- 50% Accountant
- 50% Accounting Technician
- 50% Secretary
- 50% Administrative Technician

Other costs will include travel, training, office rent, office machines rental and maintenance, office supplies, and other appropriate administrative expenditures.

**Equipment:** None

**Budget:** \$250,000 Section 402  
\$310,000 State of Oklahoma

**Planning and Administration: Budget Summary**

Project Number					Project Title	Budget	Budget Source
PA-	08-	07-	01-	00	Planning & Administration	250,000.00	Section 402
PA-	08-	07-	01-	00	Planning & Administration	50,000.00	Section 402 Carry forward
PA-	08-	07-	01-	00	Planning & Administration	310,000.00	State of Oklahoma
<b>402 Total</b>						<b>300,000.00</b>	
<b>Total All Funds</b>						<b>610,000.00</b>	

## **ALCOHOL MINI PROBLEM IDENTIFICATION**

There were 180 fatalities in 2005 Alcohol/Drug-Related crashes. Fatalities decreased 3.8 from 187 in 2004 to 180 in 2005.

Oklahoma (16 fatalities), Tulsa (11 fatalities), and McCurtain (10 fatalities) counties had the highest incidence of fatalities in 2005 that were Alcohol/Drug-Related.

Alcohol fatality rate per 100 Million VMT is .03

Alcohol fatality rate per 100 Thousand Population is .4

## **ALCOHOL OBJECTIVES**

To reduce Alcohol/Drug-Related fatalities by 1% annually (180 in 2005 to 174 in 2008)

To reduce Alcohol/Drug-Related AB injuries by 1% annually (2,429 in 2005 to 2353 in 2008)

## **ALCOHOL STRATEGIES**

Educate prosecutors by continued employment of a Traffic Safety Resource prosecutor to provide training and information to prosecutors, and provide liaison services between the traffic safety community and other seasoned prosecutors.

Educate the State judiciary by contracting for a State Judicial Educator. The State Judicial Educator will provide information to judges and court members and provide liaison between the traffic safety community and other appropriate organizations.

Make available SFST training to Oklahoma law enforcement officers.

Provide sustained enforcement of drinking and drugged drivers by State and local law enforcement programs (Projects listed in Police Traffic Services reflecting approximately 25% alcohol. Projects are listed in the Police Traffic Services Program Area for ease in coordination of law enforcement activities.)

Support court programs to educate pre-driving age students on the consequences of drinking and driving.

Conduct DRE classes for Oklahoma law enforcement officers.

Make available appropriate training on the detection, enforcement, prosecution and adjudication of alcohol-related offenses.

Provide information to students, parents and others to deter underage drinking and provide enforcement for violators of the underage drinking laws.

Support and require participation by law enforcement agencies in the national and State "Drunk Driving. Over the Limit. Under Arrest." mobilization, as well as all other national mobilizations periods and campaigns. Four quarterly High Visibility Enforcement (HVE) events are scheduled for January 1, 2008, June 30, 2008, July 4, 2008 and November 25, 2007 in support of impaired driving (Section 410) program.

Discourage drunk driving and underage drinking through media campaigns, sports marketing, earned media, and other community events.

Continue partnerships with the Oklahoma Department of Mental Health & Substance Abuse Services and the Oklahoma ABLE Commission to provide programs to deter irresponsible alcohol/drug use.

**Project Number:** AL-08-02-01-10 (Crash Court)  
K8-08-02-02-01 (SJE - Note: See 410 Section for full description)

**Project Title:** Tulsa CRASHs Court

**Agency:** Tulsa Community Services Council

**DESCRIPTION:**

The goal of the CRASHs Court project is to prevent underage drinking and impaired driving. Community initiatives targeting underage drinking have been highly effective when implemented and systematically evaluated as part of a community-wide approach. This is a technical assistance project which will increase statewide awareness and interest in replication of the innovative CRASHs Court program successfully implemented in Tulsa County. This project will be developed for implementation throughout Oklahoma. This project will allow numerous communities to plan and implement the program with technical assistance and training provided by Community Services Council of Greater Tulsa personnel. Project personnel will identify potential communities, provide research, and update the “how-to” manual. It also will allow attendance at actual CRASHs Court programs in Tulsa County. A State Judicial Educator will also be hired. Complete description is in 410 section.

**Equipment:** None

**Budget:** \$ 80,500 Section 402 (Crash Court)  
\$107,000 Section 410 (SJE)

**Project Number:** AL-08-02-02-05

**Project Title:** DAC Traffic Safety Resource Prosecutor

**Agency:** Oklahoma District Attorneys Council

**DESCRIPTION:**

Through this project, continuing professional education will be made available to new assistant district attorneys. The purpose of the education will be to improve their ability to effectively prosecute complex traffic safety violations, such as vehicular homicide, felony drunk driving, and others. The project will provide a dedicated liaison between the State's prosecutors and the traffic safety community to work for better coordination in prosecuting traffic safety violations.

The District Attorney's Council will provide an experienced lawyer to oversee the Traffic Safety Resource Prosecutor (TSRP). The TSRP will prepare written material, conduct seminars and provide legal assistance to Oklahoma prosecutors in the traffic safety area.

**Equipment:** None

**Budget:** \$108,600 Section 402

**Project Number:** AL-08-02-03-08

**Project Title:** State DRE/DEC Training Program

**Agency:** Norman Police Department

**DESCRIPTION:**

The Norman Police Department will conduct a Drug Recognition Expert (DRE) school containing nine days of classroom instruction, hands-on drug evaluation training and a final exam in accordance with published federal guidelines and curriculum. Students will be from a variety of different law enforcement agencies from across the State of Oklahoma. The Project Director will coordinate the class with the Oklahoma Highway Safety Office and the ADCU office of the Oklahoma Department of Public Safety. DRE certification will be given to each student upon the successful completion of the course.

**Equipment:** None

**Budget:** \$60,000 Section 402

**Project Number:** AL-08-02-04-07

**Project Title:** State SFST Certification and Update Training

**Agency:** Oklahoma Association of Chiefs of Police

**DESCRIPTION:**

The Oklahoma Association of Chiefs of Police will provide Standardized Field Sobriety Testing (SFST) training courses for law enforcement officers to reduce drunk driving in Oklahoma. They will provide basic certification courses which will include the “drugs that impair” block. They will also provide SFST update and instructor courses consistent with the demand for each. These courses will increase the numbers of officers qualified to detect and apprehend impaired drivers in Oklahoma.

**Equipment:** None

**Budget:** \$79,667 Section 402

**Project Number:** AL-08-03-01-02

**Project Title:** Shawnee Alcohol Compliance and Traffic Enforcement

**Agency:** Shawnee Police Department

**DESCRIPTION:**

The Shawnee Police Department (SPD) intends to use a multi-faceted approach to combating traffic collisions caused by alcohol, speed and general operator actions. Their primary focus of the program will be drivers who are under 21 years of age. SPD will devote 75% of an officer's time to organize and implement a comprehensive underage drinking prevention program, employing public and student education, server training and enforcement of alcohol related laws. In addition, they will use officers, on an overtime basis, to enforce general traffic related laws, with an emphasis on alcohol related violations.

**Equipment:** None

**Budget:** \$55,000 Section 402

**Project Number:** AL-08-03-02-00

**Project Title:** Board of Chemical Tests

**Agency:** Oklahoma Board of Chemical Tests

**DESCRIPTION:**

The Oklahoma Board of Chemical Tests requires a computer and data / information management system to manage intoxilizer 8000 breath test machines. This data / information management computer system and related system software will interface and update data in the LEADRS data base system. This system is necessary to have inter-agency communications in the exchange of impaired driving data.

**Equipment:** One (1) Computer System

**Budget:** \$4,000 Section 402

**Project Number:** AL-08-04-01-00

**Project Title:** Statewide Alcohol PI&E Programs

**Agency:** OHSO

**DESCRIPTION:**

Public Information and Education (PI&E) is a vital element in all general and specific deterrence programs. The primary emphasis is to make the public aware of the great risk that stems from drinking and driving, both in terms of their physical health and from the likelihood of apprehension and punishment. Promotion of public awareness will be accomplished in a number of ways including brochures, videos, television and radio PSA's, posters, press releases, promotion of special events, display booths, speakers' bureau, media campaigns, and use of OHSO's film/video library. OHSO will participate in campaigns and mobilizations with special emphasis on driving while intoxicated and deterrence of underage drinking.

**Equipment:** None

**Budget:** \$55,000 Section 402

**Project Number:** AL-08-07-01-00

**Project Title:** Alcohol and Other Drugs Program Area Management

**Agency:** OHSO

**DESCRIPTION:**

Program management for projects within the Alcohol and Other Drugs Program Area will be provided by the following personnel positions to monitor and oversee programs:

- 25% Chief, Plans and Programs
- 100% Program Manager
- 25% Program Manager

Travel and training will be included in the project for monitoring, workshops, and seminars.

If necessary, funding will be provided for audits for subreceptients to assure that Federal Funds are safeguarded from fraud, waste, and abuse.

**Equipment:** None

**Budget:** \$190,000 Section 402

**Project Number:** OJJDP

**Project Name:** Enforcing Underage Drinking Laws Program (EUDL)

**Agency:** OHSO

**DESCRIPTION:**

These funds were awarded to the State of Oklahoma to support and enhance efforts by local jurisdictions to enforce underage drinking by prohibiting the sale of alcoholic beverage, or the consumption of alcoholic beverage by persons under the age of 21.

The State of Oklahoma implemented *Project Under 21*, now called *2M2L* or *2much2lose*, designed to raise community awareness about the seriousness of the under 21 drinking problem, deliver prevention messages, and build consensus among community leaders, public officials, health and prevention professionals, parents, educators, business leaders and those under 21. Through public education, vigorous enforcement, training and youth engagement, *2M2L* strives to eliminate under 21 drinking across Oklahoma.

**Budget:** 344,736.68 OJJDP

**Alcohol: Budget Summary**

Project Number					Project Name	Budget	Budget Source
AL-	08-	02-	01-	11	Comm Serv Council - CRASHs Court	70,500.00	Section 402
AL-	08-	02-	01-	11	Comm Serv Council - CRASHs Court	10,000.00	Section 402 Carry forward
AL-	08-	02-	02-	05	District Attorney's Council	88,600.00	Section 402
AL-	08-	02-	02-	05	District Attorney's Council	20,000.00	Section 402 Carry forward
AL-	08-	02-	03-	08	Norman PD - DRE	60,000.00	Section 402
AL-	08-	02-	04-	07	Okla Assoc of Chiefs of Police	69,667.00	Section 402
AL-	08-	02-	04-	07	Okla Assoc of Chiefs of Police	10,000.00	Section 402 Carry forward
AL-	08-	03-	01-	02	Shawnee P D	45,000.00	Section 402
AL-	08-	03-	01-	02	Shawnee P D	10,000.00	Section 402 Carry forward
AL-	08-	08-	03-	00	Brd of Tests	4,000.00	Section 402 Carry forward
AL-	08-	04-	01-	00	PI&E - In-House Programs	40,000.00	Section 402
AL-	08-	04-	01-	00	PI&E - In-House Programs	15,000.00	Section 402 Carry forward
AL-	08-	07-	01-	00	Program Area Management	165,000.00	Section 402
AL-	08-	07-	01-	00	Program Area Management	25,000.00	Section 402 Carry forward
K8PM-	08-	02-	01-	02	Advertisement - Media	670,000.00	410 Funds Carry forward
K8-	08-	02-	02-	01	Comm Servs Council of Gtr Tulsa - Judicial Educ	107,000.00	410 Funds Carry forward
K8-	08-	03-	01-	02	Brd of Tests - Intoxilizer Purchase	300,000.00	410 Funds Carry forward
K8-	08-	03-	02-	01	Lawton P D	38,000.00	410 Funds Carry forward
K8-	08-	03-	03-	01	Oklahoma City P D	100,000.00	410 Funds Carry forward
K8-	08-	03-	04-	01	Oklahoma County S O	50,000.00	410 Funds Carry forward
K8-	08-	03-	05-	02	OHP	300,000.00	410 Funds Carry forward
K8-	08-	03-	06-	01	Tulsa County S O	50,000.00	410 Funds Carry forward
K8-	08-	03-	07-	01	Tulsa P D	50,000.00	410 Funds Carry forward
K8-	08-	04-	01-	00	DUI Court Training - Travel	30,000.00	410 Funds Carry forward
K8-	08-	06-	01-	02	TX Municipal Police Assn-LEADERS Tech Support	38,000.00	410 Funds Carry forward
K8-	08-	07-	01-	00	Program Area Management	167,000.00	410 Funds Carry forward
OJJDP					Enforcing Underage Drinking Laws Program	344,736.68	OJJDP Funds
<b>402 Total</b>						<b>\$632,767.00</b>	

## **MOTORCYCLE SAFETY MINI PROBLEM IDENTIFICATION**

Motorcycle fatalities decreased by 1% from 79 in 2004 to 78 in 2005. Unsafe Speed and Failure to Yield were the primary causes of motorcycle crashes. From 1995-2004 fatalities in Motorcycle KAB crashes ranged from a high of 79 in 2004 to a low of 25 in 1998. During the 10-year period, fatalities averaged 37 per year.

In 2005, Motorcycle fatalities accounted for 10% of the total fatalities.

AL related fatalities information per NHTSA.

In Oklahoma there were 7 alcohol related motorcycle fatalities.

## **MOTORCYCLE SAFETY OBJECTIVES**

To prevent / reduce motorcycle fatalities by 2% annually (78 in 2005 to 73 in 2008)

To prevent increased motorcycle AB injuries (939 in 2005)

To reduce the number of alcohol related motorcycle fatalities by 1 from 7 to 6 in 2008.

## **MOTORCYCLE SAFETY STRATEGIES**

Promote motorcycle safety through brochures, community events, fairs and other public informational opportunities.

Assist with the State motorcycle safety program public information effort.

Assist the State motorcycle safety administrator with the motorcyclist awareness program.

Participate as a member on the State motorcycle safety advisory committee.

Promote the “Share The Road” motor vehicle operator awareness program.

Encourage public participation in motorcycle rider education programs.

Discourage impaired driving for motorcyclists through impaired driving media efforts.

**Project Number:** MC-08-07-01-00

**Project Title:** Statewide Motorcycle Safety PI&E Programs

**Agency:** OHSO

**DESCRIPTION:**

The OHSO desires to make the public aware of the risks that result from failure to wear motorcycle protective equipment. Increased public awareness will be achieved by the distribution of brochures, videos, television and radio PSA's, display booths, posters, press releases, speakers' bureau, media campaigns, and use of OHSO's film/video library. This program will work with the State's motorcycle safety administrator and the motorcycle safety advisory committee. It will encourage motorcycle rider education programs and the "Share The Road" motor vehicle operator awareness program.

(The Motorcycle Awareness Program to be funded by Section 2010 funds is described in detail under the 2010 section.)

Program management for this project within the motorcycle safety program area will be provided by the below listed personnel.

10% Program Manager

The OHSO may also provide appropriate travel/training for both OHSO or non-OHSO personnel to enhance educational efforts.

**Equipment:** None

**Budget:** \$3,000 Section 402

**Motorcycle Safety: Budget Summary**

Project Number					Project Name	Budget	Budget Source
MC-	08-	07-	01-	00	Program Area Management	2,000.00	Section 402
MC-	08-	07-	01-	00	Program Area Management	1,000.00	Section 402 Carry forward
K6-	08-	02-	01-	02	Advertisement - Media	61,000.00	2010 Funds Carry forward
K6-	08-	03-	01-	02	OHP	29,000.00	2010 Funds Carry forward
K6-	08-	04-	01-	00	PI&E - In-House Programs	1,500.00	2010 Funds Carry forward
<b>402 Total</b>						<b>\$3,000.00</b>	
<b>Total All Funds</b>						<b>\$94,500.00</b>	

## OCCUPANT PROTECTION MINI PROBLEM IDENTIFICATION

A comparison of the summer 2006 and the summer 2007 survey results reveal that statewide safety belt use decreased by .6 of a percentage point (from 83.7% in 2006 to 83.1% in 2007).<sup>16</sup>

Overall, the combined percentage of children who were properly restrained decreased by 1.3 percentage points from 86.7% in 2006 to 85.4% in 2007.<sup>17</sup>

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<sup>16</sup> Thomas E. James, Ph.D. Statewide Safety Belt Survey: 2007., University of Oklahoma. Norman, Oklahoma.

<sup>17</sup> Thomas E. James, Ph.D. Statewide Child Restraint Survey: 2007. University of Oklahoma. Norman, Oklahoma.

## **OCCUPANT PROTECTION OBJECTIVES**

To increase safety belt use to 86% by 2008 (83.1% in 2007).

To increase child restraint use to 88% by 2008 (85.4% in 2007).

## **OCCUPANT PROTECTION STRATEGIES**

Promote seat belt use through paid and earned media, sports venues, and other community events and fairs.

Enforce seat belt and child passenger laws through State and local law enforcement program (Projects listed in Police Traffic Services reflecting approximately 25% occupant protection. Projects are listed in the Police Traffic Services Program Area for ease in coordination of law enforcement activities.)

Conduct annual occupant protection surveys.

Provide education and free child safety seats to eligible low-income parents.

Promote the proper use of child restraint systems by providing Technical Update training and Technician Certification training.

Support and encourage participation by law enforcement agencies in the national and State seat belt campaigns (Click it or Ticket, Buckle Up In Your Truck, etc.)

Continue occupant protection emphasis in all funded projects.

Promote increased child passenger safety use in minority populations.

**Project Number:** OP-08-02-01-03

**Project Title:** Chickasaw Nation CPS Project

**Agency:** Chickasaw Nation

**DESCRIPTION:**

This project will provide funding for CPS activities throughout the Chickasaw Nation in Oklahoma. The Chickasaw Nation will conduct monthly education and car seat checkup events, as well as provide both 1-day and 4-day training for personnel. Funds will also be used to purchase car seats for distribution to low-income families.

**Equipment:** None

**Budget:** \$30,000 Section 402

**Project Number:** OP-08-02-02-07

**Project Title:** OSDH Occupant Protection Program

**Agency:** Oklahoma State Department of Health

**DESCRIPTION:**

The Oklahoma State Department of Health (OSDH) will use grant funds to purchase car seats for distribution to low-income families through the County Health Departments in Oklahoma. This project will also provide training, education and installation to those receiving the car seats as well as to staff personnel at the County Health Departments, including one 4-day National Child Passenger Safety Technician Training Course. Travel funding for one person to attend a approved Child Passenger Safety conference is also provided.

**Equipment:** None

**Budget:** \$85,000 Section 402

**Project Number:** OP-08-04-01-00

**Project Name:** Occupant Protection PI&E

**Agency:** OHSO

**DESCRIPTION:**

Awareness of occupant protection can be expressed in terms of the physical damage that can result from an automobile crash, knowledge of Oklahoma's safety belt and child restraint laws, and society's burden from increased insurance and health care costs. OHSO plans to develop and implement necessary materials and promotional efforts to reflect changes in State law. Promotion of public awareness will be accomplished in a number of ways including brochures, videos, television and radio PSA's, posters, press releases, promotion of special events, display booths, speakers' bureau, media campaigns, and use of OHSO's film/video library. OHSO plans to continue its partnership with traffic safety advocates and others to promote responsible safety belt and child restraint use.

**Equipment:** None

**Budget:** \$63,000 Section 402

**Project Number:** OP-08-05-01-00

**Project Name:** OU Occupant Protection Surveys

**Agency:** Oklahoma University

**DESCRIPTION:**

The Institute of Public Affairs of the University of Oklahoma will conduct a statewide observational survey of safety belt usage in Oklahoma during Summer 2008. The design is a random probability sample based on population and average daily vehicle miles traveled (DMVT). The study will include a statewide multistage, area sample of roadway segments and local roadway intersections.

In addition, The Institute of Public Affairs of the University of Oklahoma will conduct a statewide observational survey of child restraint devices at 100 locations around the State.

**Equipment:** None

**Budget:** \$51,000 Section 402

**Project Number:** OP-08-07-01-00

**Project Name:** Occupant Protection Program Area Management

**Agency:** OHSO

**DESCRIPTION:**

Program management for projects within the Occupant Protection Program Area will be provided by the following personnel positions to monitor and oversee programs:

25% Chief, Plans and Programs  
100% Program Manager  
50% Program Manager

Travel and training will be included in the project for monitoring, workshops, and seminars.

If necessary, funding will be provided for audits of sub-recipients to assure that Federal Funds are safeguarded from waste, fraud, and abuse.

**Equipment:** None

**Budget:** \$171,000 Section 402

**Occupant Protection: Budget Summary**

Project Number					Project Name	Budget	Budget Source
OP-	08-	02-	01-	03	Chickasaw Nation	20,000.00	Section 402
OP-	08-	02-	01-	03	Chickasaw Nation	10,000.00	Section 402 Carry forward
OP-	08-	02-	02-	07	Okla State Dept of Health	85,000.00	Section 402
OP-	08-	04-	01-	00	PI&E - In-House Programs	43,000.00	Section 402
OP-	08-	04-	01-	00	PI&E - In-House Programs	20,000.00	Section 402 Carry forward
OP-	08-	05-	01-	00	Seat Belt & Child Restraint Surveys	51,000.00	Section 402
OP-	08-	07-	01-	00	Program Area Management	140,000.00	Section 402
OP-	08-	07-	01-	00	Program Area Management	31,000.00	Section 402 Carry forward
K4OP-	08-	02-	01-	09	EMSA	90,000.00	406 Funds Carry forward
K4OP-	08-	02-	02-	08	Latino Comm Development Agency	69,300.00	406 Funds Carry forward
K4OP-	08-	02-	03-	08	Tulsa SafeKids	42,000.00	406 Funds Carry forward
K4OP-	08-	02-	04-	10	OK SafeKids Coalition	66,000.00	406 Funds Carry forward
<b>402 Total</b>						<b>\$400,000.00</b>	
<b>Total All Funds</b>						<b>\$667,300.00</b>	

## **POLICE TRAFFIC SERVICES MINI PROBLEM IDENTIFICATION**

In 2005, 26.7% (213 of 800) of the fatalities were in Unsafe Speed crashes. Some 69.5% of the total Unsafe Speed crashes occurred in rural areas. Unsafe Speed crashes were primarily caused by Rain or Wet Roadway, followed by Exceeding Legal Limit.

In 2005, there were 213 fatalities as a result of crashes caused by Unsafe Speed. Fatalities as a result of Unsafe Speed crashes show a downward trend. However, the number of unsafe speed fatalities can be reduced in Oklahoma.

Driver Error crashes is an aggregate group composed of crashes with the following principal causes:

Unsafe Lane Change	Followed Too Closely	Inattention
Unsafely	Improper Overtaking	Left of Center
Failed to Stop	Improper Parking	Stopped in Traffic Lane
Failed to Yield	Improper Turn	Wrong Way

In 2004, there were 282 fatalities as a result of Driver Error crashes. This accounts for 36.3% of the total fatalities in 2004. Fatalities as a result of Driver Error crashes generally increased each year until they peaked at 353 in 1997. Since 1997, fatalities have fluctuated each year but have remained below the high of 353 in 1997. 2004 is 5.7% below 1995 and less than one percent below 2003. The 10-year period average 305 fatalities per year. 2004 is 7.5% below this average.

There has been a downward trend during the past 10 years. Comparison of the baseline years 1995-1999 to the more current years 2000-2004 shows that the more current years are continuing to trend downward.

## **POLICE TRAFFIC SAFETY OBJECTIVES**

To reduce fatalities caused by Unsafe Speed by 1% annual (239 in 2005 to 233 in 2008).

To reduce AB injuries caused by Unsafe Speed by 1% annually (3,088 in 2005 to 2995 in 2008).

To reduce fatalities caused by Driver Error by 1% annually (263 in 2005 to 255 in 2008).

To reduce AB injuries caused by Driver Error by 1% annually (10,508 in 2005 to 10,193 in 2008).

## **POLICE TRAFFIC SAFETY STRATEGIES**

Conduct STEP projects focused on alcohol, speed, aggressive driving, and occupant protection.

Sustain enforcement of drinking and drugged drivers, seatbelt use, and driving in excess of posted speed limits, by state and local law enforcement officers.

Support and require participation in National and State Mobilizations such as “Click it or Ticket,” “Drunk Driving. Over the Limit. Under Arrest.” and other national mobilizations and emphasis areas. All designated law enforcement agencies in the HSP are contractually required to participate in these mobilization events.

Provide incentives for law enforcement in major mobilizations to encourage participation and reporting.

Provide executive management training to law enforcement executives and senior management to assist in maximizing traffic safety enforcement resources.

Provide crash investigation classes for law enforcement agencies.

Promote responsible driving through media campaigns, sports events, fairs and other community events.

Provide training to Project Directors and other safety advocates in managing traffic safety issues.

Conduct workshops, seminars, and other informational meetings to inform and educate traffic safety personnel and partners.

**Project Number:** PT-08-02-01-00

**Project Name:** UCO Law Enforcement Professional Development

**Agency:** University of Central Oklahoma

**DESCRIPTION:**

This project provides in-state leadership and management education for key Oklahoma Law enforcement personnel. This executive management program curriculum provides intense study in OHSO Overview, Diversity, Ethics in Law Enforcement, Impaired Driving, Professionalism at the Traffic Stop, Law Enforcement Data Management, Budgetary & Financial Issues, Management, Interpersonal Effectiveness, Professional Image and Conduct, Time & Priority Management, Delegation, Empowerment and Coaching, Motivating Employees, Handling Stress and Leadership. Participants are selected from law enforcement statewide, to include chiefs, sheriffs, and Oklahoma Highway Patrol Leaders. Costs may include curriculum revision, tuition costs, instructors, facilities, educational materials, lodging, meals, and/or per diem, transportation and other associated costs.

**Equipment:** None

**Budget:** \$23,000.00 Section 402

**Project Number:** PT-08-03-01-05

**Project Name:** Altus Traffic Enforcement

**Agency:** Altus Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Altus Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety.

**Budget:** \$30,000 Section 402

**Project Number:** PT-08-03-02-04

**Project Name:** Beaver County Traffic Enforcement

**Agency:** Beaver County Sheriff's Office

**DESCRIPTION:**

The Beaver County Sheriff's Office will continue a comprehensive traffic enforcement, speed and DUI enforcement program consisting of overtime enforcement and public awareness programs. These programs are designed to increase the use of safety belts and child restraints in an effort to reduce the number of injuries and fatalities from traffic collisions. Beaver County deputies will conduct public awareness events at local schools and events such as the Beaver County Fair. Enforcement will be focused on rural areas where data analysis warrants the effort.

**Equipment:** None

**Budget:** \$25,000 Section 402

**Project Number:** PT-08-03-03-05

**Project Name:** Bethany Traffic Enforcement

**Agency:** Bethany Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Bethany Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** 3 In car radar systems, 2 Motorcycle radar systems (\$8,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$24,000 Section 402

**Project Number:** PT-08-03-04-07

**Project Name:** Bixby Traffic Enforcement

**Agency:** Bixby Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Bixby Police Department patrol officers, supervisors and one Project Director. The patrol officers and supervisors will be assigned to work overtime shifts to enforce safety belt/child restraint, DUI/DWI and aggressive driving violations. The increased enforcement will target those times and locations as directed by the Project Director, based upon review of crash reports, arrest reports and citizen's complaints. Public information will be a part of this project and will consist of news releases to increase public awareness of traffic safety issues. Bixby will continue a proactive underage drinking prevention program to address the growing problem of underage alcohol possession. The project's intent is to reduce the number of KAB crashes in Bixby.

**Equipment:** 19 radar / video interface cables (\$5,225)

**Equipment Justification:**

Approximately 19 radar/video interface cables will be purchased in order to assist in speed and DUI prosecution. The cables will allow the speed of violators to be recorded on in-car video recorders currently in Bixby patrol vehicles.

**Budget:** \$30,000 Section 402

**Project Number:** PT-08-03-05-08

**Project Name:** Broken Arrow Traffic Enforcement

**Agency:** Broken Arrow Police Department

**DESCRIPTION:**

The Broken Arrow Police Department will continue working overtime enforcement to reduce the occurrence of KAB crashes. Traffic and crash data will be collected to determine specific locations for enforcement activity. In addition, officers will work with special emphasis in support of regional/national campaigns as set forth by OHSO and NHTSA. Checkpoints and public information and education will be a part of this project and will be coordinated by the Project Director and the OHSO. Officers will also participate in underage drinking prevention activities. Broken Arrow PD will host two advanced collision investigation training programs for active members of the Northeast Oklahoma Safe Communities Alliance.

**Equipment:** Collision Data Recorder (\$3,000)

**Equipment Justification:**

Broken Arrow PD will purchase a collision data recorder to assist their expert crash investigators in determining the nature of certain collisions and to better prepare them for reconstruction and prosecution of serious injury collisions.

**Budget:** \$59,500 Section 402

**Project Number:** PT-08-03-06-02

**Project Name:** Cherokee County Traffic Enforcement

**Agency:** Cherokee County Sheriff's Office

**DESCRIPTION:**

This overtime traffic enforcement project will involve Cherokee County Sheriff's Office traffic and patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** None

**Budget:** \$25,000 Section 402

**Project Number:** PT-08-03-07-04

**Project Name:** Choctaw Traffic Enforcement

**Agency:** Choctaw Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve the Choctaw Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** None

**Budget:** \$13,500 Section 402

**Project Number:** PT-08-03-08-01

**Project Name:** Collinsville Traffic Enforcement

**Agency:** Collinsville Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve the Collinsville Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety. They will promote seat belt use and target speed violations and impaired drivers.

**Equipment:** None

**Budget:** \$12,000 Section 402

**Project Number:** PT-08-03-09-05

**Project Name:** Durant Traffic Enforcement

**Agency:** Durant Police Department

**DESCRIPTION:**

Working in an overtime capacity, Durant officers will focus their enforcement efforts on speed, DUI/DWI and seat belt use in order to increase the safety of all persons traveling in and through Durant, by decreasing the number of KAB crashes. In addition, officers will work with special emphasis in support of regional/national traffic safety campaigns as set forth by OHSO and NHTSA. Public Information and Education will be a part of this project and will be coordinated by the Project Director.

**Equipment:** 2 radar systems (\$5,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$34,000 Section 402

**Project Number:** PT-08-03-10-10

**Project Name:** Edmond Traffic Enforcement

**Agency:** Edmond Police Department

**DESCRIPTION:**

The Edmond Police Department will work overtime traffic enforcement in an effort to decrease the number and severity of traffic crashes in Edmond. These efforts will include saturation patrols in high traffic and high crash areas as identified by police department data. Emphasis will be placed on speeding and seat belt use violations. The Project Director will use creative options for enforcement, utilizing both traditional and non-traditional strategies for enforcement.

**Equipment:** 5 radar systems (\$7,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$65,000 Section 402

**Project Number:** PT-08-03-11-05

**Project Name:** El Reno Traffic Enforcement

**Agency:** El Reno Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve El Reno Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based on crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** 2 radar systems, 2 in car video systems (\$10,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment

**Budget:** \$37,000 Section 402

**Project Number:** PT-08-03-12-04

**Project Name:** Enid Traffic Enforcement

**Agency:** Enid Police Department

**DESCRIPTION:**

Working in an overtime capacity, officers will provide additional enforcement during peak traffic times in high-risk locations with an emphasis on intoxicated drivers and general traffic violations. The intent of this activity is to reduce the number of KAB crashes in Enid. In addition, officers will work with special emphasis in support of regional/national traffic safety campaigns as set forth by OHSO and NHTSA. Public information and education will be a part of this project and will be coordinated by the Project Director.

**Equipment:** 3 radar systems (\$2,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment

**Budget:** \$38,000 Section 402

**Project Number:** PT-08-03-13-05

**Project Name:** Guthrie Traffic Enforcement

**Agency:** Guthrie Police Department

**DESCRIPTION:**

The Guthrie Police Department will work overtime traffic enforcement, with emphasis on hazardous moving violations, seat belt enforcement and drinking and driving violations. Saturation patrols will continue in areas with high crash rates as identified by crash reports. PI&E events will be held to inform the public on traffic safety issues.

**Equipment:** None

**Budget:** \$18,000 Section 402

**Project Number:** PT-08-03-14-02

**Project Name:** Kay County Traffic Enforcement

**Agency:** Kay County Sheriff's Office

**DESCRIPTION:**

In an effort to reduce the number of injury and fatal collisions in Kay County, deputies will work overtime traffic enforcement shifts, targeting the factors most often associated with collisions. Deputies will conduct high visibility enforcement patrols in areas that are over represented in traffic crashes. Public information and education activities will also be a part of their overall program. Working with the local newspaper, deputies intend to increase awareness of their traffic program. Kay County deputies will participate in regional and national traffic safety campaigns.

**Equipment:** 5 in car video systems (\$24,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$48,000 Section 402

**Project Number:** PT-08-03-15-05 (Police Traffic Service)  
K8-08-03-02-01 (Impaired Driving Enforcement)

**Project Name:** Lawton Traffic Enforcement

**Agency:** Lawton Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Lawton Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety. Section 410 alcohol funds will be used for impaired driving enforcement operations. These funds will be tracked in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

**Equipment:** 4 radar systems (\$6,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$100,000 Section 402  
\$ 38,000 Section 410

**Project Number:** PT-08-03-16-05

**Project Name:** Midwest City Traffic Enforcement

**Agency:** Midwest City Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Midwest City Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** None

**Budget:** \$58,000 Section 402

**Project Number:** PT-08-03-17-03

**Project Name:** Moore Traffic Enforcement

**Agency:** Moore Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Moore Police Department patrol officers working overtime shifts to enforce traffic laws, emphasizing speeding violations. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** 5 radar systems (\$9,750)

Equipment Justification:

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$43,000 Section 402

**Project Number:** PT-08-03-18-05

**Project Name:** Norman Traffic Enforcement

**Agency:** Norman Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Norman Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** None

**Budget:** \$114,000 Section 402

**Project Number:** PT-08-03-19-04 (Police Traffic Services)  
K8-08-03-03-01 (Impaired Driving Enforcement)

**Project Name:** Oklahoma City Traffic Enforcement

**Agency:** Oklahoma City Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Oklahoma City Police Department traffic and patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as identified by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety. In addition, overtime funding will be provided to increase underage drinking prevention enforcement activity, child passenger safety issues, as well as administrative processing and educational efforts. Section 410 alcohol funds will be used for impaired driving enforcement operations. These funds will be tracked in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

**Equipment:** None

**Budget:** \$140,000 Section 402  
\$100,000 Section 410

**Project Number:** PT-08-03-20-05 (Police Traffic Services)  
K8-08-03-04-01 (Impaired Driving Enforcement)

**Project Name:** Oklahoma County Traffic Enforcement

**Agency:** Oklahoma County Sheriff's Office

**DESCRIPTION:**

This overtime traffic enforcement project will involve Oklahoma County patrol and traffic deputies working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol-related traffic laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety. A full-time deputy will be employed to operate the Crash Court / Rollover Simulator program. This deputy will be available to travel across the State in an effort to encourage seat belt use and provide additional traffic enforcement. The Crash Court program will be presented in schools in the Oklahoma County area to educate young people on the consequences of impaired driving. The equipment is necessary for the enforcement of traffic laws. Section 410 alcohol funds will be used for impaired driving enforcement operations. These funds will be tracked in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9. Youth alcohol operations will also be reported in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

**Equipment:** 10 in car video systems (\$48,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$200,000 Section 402  
\$ 50,000 Section 410

**Project Number:** PT-08-03-22-03

**Project Name:** Owasso Traffic Enforcement

**Agency:** Owasso Police Department

**DESCRIPTION:**

The Owasso Police Department will use its officers in an overtime capacity in order to reduce the number of motor vehicle collisions in Owasso. Owasso officers will address the problem of speed, DUI/DWI and aggressive driving related collisions by increasing enforcement at identified high-risk locations. Public information and education activities will play an important role in their collision reduction goals. Owasso officers will work with special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA. Safety belt surveys will also be conducted.

**Equipment:** 10 in car video systems (\$50,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$92,000 Section 402

**Project Number:** PT-08-03-23-01

**Project Name:** Ponca City Traffic Enforcement

**Agency:** Ponca City Police Department

**DESCRIPTION:**

This traffic enforcement project will involve the development of a traffic safety unit within the Ponca City Police Department. Officers will be assigned to a two man motorcycle unit dedicated to traffic law enforcement. The officers will target high traffic crash and violation locations and engage in high visibility enforcement in an effort to reduce the number and severity of crashes in Ponca City. A public information and education effort will be made to increase awareness concerning traffic safety.

**Equipment:** 2 police package motorcycles (\$50,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment. OHSO will supply funding up to a maximum of \$50,000 to purchase and equip two fully equipped police traffic motorcycles. Ponca City will match sufficient funds to train and equip the officers in personal safety equipment.

**Budget:** \$50,000 Section 402

**Project Number:** PT-08-03-24-04

**Project Name:** Purcell Traffic Enforcement

**Agency:** Purcell Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Purcell Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** None

**Budget:** \$20,000 Section 402

**Project Number:** PT-08-03-25-05

**Project Name:** Sand Springs Traffic Enforcement

**Agency:** Sand Springs Police Department

**DESCRIPTION:**

The Sand Springs Police Department will use officers in an overtime capacity for additional traffic enforcement. Areas of concentration will be occupant protection, DUI/DWI, aggressive drivers and speed. Patrols will concentrate enforcement in areas identified as high-risk collision locations. Sand Springs officers will work with special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA, and incorporate PI&E projects targeting the general public and Sand Springs public schools. Safety belt surveys will be used in part to evaluate the success toward achieving their goals.

**Equipment:** 1 speed detection / data collection trailer (\$6,300) (75% of total equipment cost)

**Equipment Justification:**

Sand Springs PD will purchase a speed detection / data collection trailer in order to address an increasing speeding problem within their community. The trailer will assist them in determining locations best suited to enforcement and to determine the impact of their enforcement efforts.

**Budget:** \$21,300 Section 402

**Project Number:** PT-08-03-26-07

**Project Name:** Sapulpa Traffic Enforcement

**Agency:** Sapulpa Police Department

**DESCRIPTION:**

The Sapulpa Police Department will work overtime traffic enforcement shifts during peak traffic hours in the city targeting speed, safety belt use and DUI/DWI. Sapulpa officers will work with special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA. Sapulpa will continue a strong public information and education component that includes participation in high school driver's education classes, regular media contacts and conducting a 2-day traffic safety fair. The goal of the project is to reduce the number of KAB crashes in Sapulpa.

**Equipment:** 8 in car video systems (\$12,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$65,000 Section 402

**Project Number:** PT-08-03-27-05

**Project Name:** Stillwater Traffic Enforcement

**Agency:** Stillwater Police Department

**DESCRIPTION:**

The Stillwater Police Department will work overtime traffic enforcement shifts, with emphasis placed on occupant protection, speed and DUI enforcement in an effort to reduce the number and severity of alcohol-related crashes in Stillwater. They will work closely with the OSU Campus Police Department to further alcohol education efforts in the community as well as promote increased seat belt use. In addition, officers will work overtime underage drinking enforcement in support of Project 2M2L.

**Equipment:** None

**Budget:** \$12,000 Section 402

**Project Number:** PT-08-03-28-06 (Police Traffic Services)  
DOJ-08-03-01-04 (DOJ Youth Alcohol)

**Project Name:** Tahlequah Traffic Enforcement

**Agency:** Tahlequah Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Tahlequah Police Department officers working overtime shifts to enforce alcohol and traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety. An officer will be employed to direct the 2M2L regional program. This officer will be available to travel across the State in an effort to support a program addressing underage drinking. Section for DOJ funds will be used for youth alcohol operations. These funds will be tracked in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

**Equipment:** None

**Budget:** \$24,000 Section 402  
\$10,000 OJJDP

**Project Number:** PT-08-03-29-07 (Police Traffic Services)  
K8-08-03-06-01 (Impaired Driving Enforcement)

**Project Name:** Tulsa County Traffic Enforcement

**Agency:** Tulsa County Sheriff's Office

**DESCRIPTION:**

The Tulsa County Sheriff's Office will continue to operate its comprehensive traffic enforcement program, which includes the use of an OHSO-funded motorcycle. In addition, for FY08, deputies will use overtime funding to provide targeted enforcement of speeding violations, seat belt use, DUI/DWI and general Project 2M2L activities. Deputies will work with special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA and participate in regular PI&E activities. The goal of the project is to reduce the number of KAB crashes in Tulsa County. Section 410 alcohol funds will be used for impaired driving enforcement operations. These funds will be tracked in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

**Equipment:** None

**Budget:** \$90,500 Section 402  
\$50,000 Section 410

**Project Number:** PT-08-03-30-12 (Police Traffic Services)  
K8-08-03-07-01 (Impaired Driving Enforcement)

**Project Name:** Tulsa Traffic Enforcement

**Agency:** Tulsa Police Department

**DESCRIPTION:**

The Tulsa Police Department (TPD) will continue an aggressive overtime traffic enforcement effort. This activity will include identifying high violation, high collision and high public complaint locations. These areas will be targeted for additional enforcement of speeding, occupant protection, traffic signal and failure to yield violations. Activities will be organized to address aggressive and drinking drivers, as needed. TPD officers will work with special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA. Section 410 alcohol funds will be used for impaired driving enforcement operations. These funds will be tracked in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

TPD will continue to maintain the Rollover Simulator provided by OHSO and use this equipment in area safety events. TPD will continue to discourage underage drinking by performing compliance checks and other Project 2M2L activities. The project will include participation in PI&E activities. The goal of the project is to reduce the number of KAB crashes in the City of Tulsa. These operations will be tracked in accordance with OHSO PPI-4, Page 1-2, Para 1-9.

**Equipment:** 2 collision data recorders (\$5,000)

**Equipment Justification:**

Tulsa PD will purchase two (2) collision data recorders to assist their expert crash investigators in determining the nature of certain collisions and to better prepare them for reconstruction and prosecution of serious injury collisions.

<b>Budget:</b>	\$105,000	Section 402
	\$ 50,000	Section 410

**Project Number:** PT-08-03-31-04

**Project Name:** Village Traffic Enforcement

**Agency:** The Village Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve The Village Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** None

**Budget:** \$10,000 Section 402

**Project Number:** PT-08-03-32-00

**Project Name:** Law Enforcement Mobilization Incentive Program

**Agency:** OHSO

**DESCRIPTION:**

This project will allow for up to 10 awards of \$3,000 maximum each to law enforcement agencies participating in two separate mobilizations (five incentives awarded each mobilization) sponsored by NHTSA and the Oklahoma Highway Safety Office. Items purchased must be used for highway safety operations. (i.e. radars, video systems, etc.)

Awards will be given based upon participation and reporting results in mobilizations. Agencies will be limited to expenses allowed under federal and state guidelines and will be reimbursed to the agency awarded upon receipt of all appropriate documentation.

**Equipment:** None

**Budget:** \$30,000 Section 402

**Project Number:** PT-08-04-01-00

**Project Name:** Police Traffic Services PI&E

**Agency:** OHSO

**DESCRIPTION:**

Public information and education is a vital element in all general and specific traffic safety programs. Periodic, highly publicized traffic law enforcement efforts offer the best chance for bottom-line highway safety success. The public should be made aware of the great risk that results from speeding and failing to obey traffic laws, both in terms of potential physical harm and from the likelihood of being cited for noncompliance. Public awareness can be accomplished in a variety of ways, including the production of brochures, videos, television and radio PSAs, posters, press releases, speakers' bureau, safety fairs and events, implementation of national and state media campaigns, and use of OHSO's film/video library.

The OHSO may also provide appropriate travel/training for non-OHSO personnel to enhance educational efforts.

**Equipment:** None

**Budget:** \$65,000 Section 402

**Project Number:** PT-08-04-02-04

**Project Name:** OU Conference Planning Services

**Agency:** Oklahoma University

**DESCRIPTION:**

This project will provide assistance to the OHSO for conference planning services for meetings such as the annual Project Directors' Course, January Workshop, and other events. The National Conference and Logistics Center at the University of Oklahoma will provide assistance with registration, lodging, food, audio/visual services and any other administrative assistance needed for the events.

**Equipment:** None

**Budget:** \$82,000 Section 402

**Project Number:** PT-08-05-01-02

**Project Name:** OK.GOV website

**Agency:** National Information Consortium (NIC) USA

**DESCRIPTION:**

This project will monitor, update, and manage all OHSO web site concerns. This includes but is not limited to; mobilization reporting, training announcements, web links, information distribution, crash data and on line catalogs. The OK.GOV website for the OHSO will provide access to the public on important topics concerning highway safety. The OHSO will monitor and update the web site and direct changes as necessary.

**Equipment:** None

**Budget:** \$20,000

Section: 402

**Project Number:** PT-08-07-01-00

**Project Name:** Police Traffic Services Program Area Management

**Agency:** OHSO

**DESCRIPTION:**

The following personnel to manage, monitor and oversee programs will provide program management for projects within the Police Traffic Services Program Area:

50% Law Enforcement Liaison  
50% Chief, Plans and Programs  
100% Program Manager  
100% Program Manager  
25% Program Manager

Travel and training will also be included in the project for monitoring, workshops, and seminars.

If necessary, funding will be provided for audits of subrecipients to assure that Federal funds are safeguarded from fraud, waste and abuse.

**Equipment:** None

**Budget:** \$388,667.00 Section 402

**Police Traffic Services: Budget Summary**

Project Number					Project Name	Budget	Budget Source
PT-	08-	02-	01-	00	Professional Development for LE	23,000.00	Section 402
PT-	08-	03-	01-	05	Altus PD	30,000.00	Section 402
PT-	08-	03-	02-	04	Beaver County S O	13,000.00	Section 402
PT-	08-	03-	02-	04	Beaver County S O	12,000.00	Section 402 Carry forward
PT-	08-	03-	03-	05	Bethany PD	24,000.00	Section 402
PT-	08-	03-	04-	07	Bixby PD	30,000.00	Section 402
PT-	08-	03-	05-	08	Broken Arrow PD	59,500.00	Section 402
PT-	08-	03-	06-	02	Cherokee County S O	25,000.00	Section 402
PT-	08-	03-	07-	04	Choctaw PD	13,500.00	Section 402
PT-	08-	03-	08-	01	Collinsville PD	12,000.00	Section 402
PT-	08-	03-	09-	05	Durant P D	34,000.00	Section 402
PT-	08-	03-	10-	10	Edmond PD	65,000.00	Section 402
PT-	08-	03-	11-	05	El Reno PD	37,000.00	Section 402
PT-	08-	03-	12-	04	Enid P D	38,000.00	Section 402
PT-	08-	03-	13-	05	Guthrie P D	18,000.00	Section 402
PT-	08-	03-	14-	02	Kay County S O	48,000.00	Section 402
PT-	08-	03-	15-	05	Lawton PD	100,000.00	Section 402
PT-	08-	03-	16-	05	Midwest City PD	58,000.00	Section 402
PT-	08-	03-	17-	03	Moore P D	43,000.00	Section 402
PT-	08-	03-	18-	05	Norman P D	114,000.00	Section 402
PT-	08-	03-	19-	04	Okla City PD	140,000.00	Section 402
PT-	08-	03-	20-	05	Okla County S O	150,000.00	Section 402
PT-	08-	03-	20-	05	Okla County S O	50,000.00	Section 402 Carry forward
PT-	08-	03-	21-	07	OHP	1,000,000.00	State of Oklahoma
PT-	08-	03-	22-	03	Owasso P D	92,000.00	Section 402
PT-	08-	03-	23-	01	Ponca City PD	50,000.00	Section 402
PT-	08-	03-	24-	04	Purcell PD	20,000.00	Section 402
PT-	08-	03-	25-	05	Sand Springs P D	21,300.00	Section 402
PT-	08-	03-	26-	07	Sapulpa P D	65,000.00	Section 402
PT-	08-	03-	27-	05	Stillwater P D	12,000.00	Section 402
PT-	08-	03-	28-	06	Tahlequah P D	24,000.00	Section 402
PT-	08-	03-	29-	07	Tulsa County S O	90,500.00	Section 402
PT-	08-	03-	30-	12	Tulsa P D	105,000.00	Section 402
PT-	08-	03-	31-	04	Village, The PD	10,000.00	Section 402
PT-	08-	03-	32-	00	Mobilization Incentives	30,000.00	Section 402
PT-	08-	03-	32-	00A	City of Collinsville	3,000.00	Section 402 Carry forward
PT-	08-	03-	32-	00B	City of Bethany	3,000.00	Section 402 Carry forward
PT-	08-	03-	32-	00C	City of Oklahoma City	3,000.00	Section 402 Carry forward
PT-	08-	03-	32-	00D	Tulsa County S O	3,000.00	Section 402 Carry forward
PT-	08-	03-	32-	00E	City of Owasso	3,000.00	Section 402 Carry forward

PT-	08-	04-	01-	00	PI&E - IN-House Programs	45,000.00	Section 402
PT-	08-	04-	01-	00	PI&E - IN-House Programs	20,000.00	Section 402 Carry forward
PT-	08-	04-	02-	04	Okla University - Conf Planning	82,000.00	Section 402
PT-	08-	05-	01-	02	OK.GOV Website	20,000.00	Section 402
PT-	08-	07-	01-	00	Program Area Management	309,667.00	Section 402
PT-	08-	07-	01-	00	Program Area Management	79,000.00	Section 402 Carry forward
K4PT-	08-	03-	01-	02	OHP	300,000.00	406 Funds Carry forward
K4PT-	08-	03-	02-	05	OSU P D	66,500.00	406 Funds Carry forward
<b>402 Total</b>						<b>\$2,227,467.00</b>	
<b>Total All Funds</b>						<b>\$3,593,967.00</b>	

## **TRAFFIC RECORDS OBJECTIVES**

To maintain the data entry of crash records by the Department of Public Safety to within 30 days of receipt. (Data entry was >14 months in 2005, Reduce to <30 days in 2008.)

To improve the data entry of citation records by the Department of Public Safety to within 10 days of adjudication in 2008. (Data entry of citations from >30 days in 2005, <10days in 2008.)

To develop and pilot the Traffic and Criminal Software (TraCS) System for crash reporting in 2008. (No mobile data collection software existed in 2005. Approximately 20% mobile data collection operational in 2008.)

## **TRAFFIC RECORDS STRATEGIES**

Maintain membership in and support efforts of the Oklahoma Traffic Records Council.

Continue and expand Oklahoma CODES program.

Improve timeliness and availability of crash and citation data with planned activities for development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

Continue partnership with Oklahoma Department of Transportation and University of Oklahoma to enhance analytical capabilities to reduce cumbersome and time-consuming reporting.

Design and pilot revised crash report form.

Develop and pilot a mobile data collection system.

Publish Crash Facts Book, pertinent Fact Sheets, and Problem Identification.

Employ CVARS Coordinator to coordinate traffic records improvement projects.

Provide interactive crash data through the DPS website.

**Project Number:** TR-08-05-01-00

**Project Name:** Oklahoma Press – Print Evaluation

**Agency:** Oklahoma Press Association

**DESCRIPTION:**

The Oklahoma Press Service (OPS), a subsidiary of the Oklahoma Press Association (OPA), will provide a monthly clipping service and submit articles relating to fatal crashes across the State of Oklahoma. This will assist in maintaining an accurate count of fatalities that occur within the State of Oklahoma.

**Equipment:** None

**Budget:** \$1,260 Section 402

**Project Number:** TR-08-07-01-00

**Project Name:** Traffic Records Program Area Management

**Agency:** OHSO

**DESCRIPTION:**

Program management for projects within the Traffic Records program area will be provided by the below listed personnel positions to manage and oversee activities of the Traffic Records Program Area; as well as conduct appropriate analysis of available traffic data to identify problem locations/characteristics and assist in allocating resources to address identified problems.

100% Data Analyst

Travel and training costs will be included to allow monitoring activities to be conducted and to provide for attendance at appropriate workshops, seminars, and conferences.

**Equipment:** None

**Budget:** \$90,000 Section 402

**Project Number:** DTNH22-03-H-47207

**Project Name:** CODES Data Network

**Agency:** Oklahoma Department of Health

**DESCRIPTION:**

This cooperative agreement provides support for CODES projects through the continuation of a CODES data network of linked crash data. It facilitates access to data for support of NHTSA research related priorities. Network participants also serve as mentors to new CODES states and states interested in developing linkage capabilities by providing technical assistance. Through the network, NHTSA will develop, produce, and publish a series of standardized reports and facts sheets useful within the traffic safety and injury control communities at state, local and national levels.

**Equipment:** None

**Budget:** \$65,147.41 NHTSA Cooperative Agreement

**Project Number:** DTNH22-07-H-00134

**Project Name:** Fatal Analysis Reporting System (FARS)

**Agency:** OHSO

**DESCRIPTION:**

The Fatal Analysis Reporting System (FARS) provides a complete census of all fatal traffic crashes and contains relevant statistics drawn from information provided by individual FARS analysts in each State. Beginning January 1, 2006, with the implementation of Fast FARS, analysts forward preliminary data to the national database from fatal crashes within hours of notification by law enforcement agencies statewide. The National Highway Traffic Safety Administration (NHTSA) publishes compilations of states' data in its annual Traffic Safety Facts book.

**Equipment:** None

**Budget:** \$78,970 NHTSA Cooperative Agreement

**Project Number:** CVARS-21115TND

**Project Name:** Commercial Vehicle Analysis Reporting System

**Agency:** Oklahoma Department of Public Safety

**DESCRIPTION:**

This project is a continuation of a 4-year Cooperative Agreement which supports the coordinated efforts of the Department of Public Safety to improve and update the infrastructure of its traffic records systems to facilitate future automation and electronic data transfer, including:

- CVARS Programs Coordinator
- Traffic Records Assessment (Completed)
- Replacement of antiquated microfilm system (Completed)
- Elimination of existing backlog of data (Completed)
- Minimization of manual data entry through implementation of Optical and Intelligent Character Recognition
- Design, development and implementation of a MMUCC and CVARS compliant crash report form
- Design, development and implementation of a Mobil Data Collection System Pilot Project

**Equipment:** None

**Budget:** \$350,550 Section CVARS

**Traffic Records: Budget Summary**

Project Number					Project Name	Budget	Budget Source
TR-	08-	05-	01-	00	Oklahoma Press - Print Evaluation	1,260.00	Section 402
TR-	08-	07-	01-	00	Program Area Management	70,000.00	Section 402
TR-	08-	07-	01-	00	Program Area Management	20,000.00	Section 402 Carry forward
K9-	08-	02-	01-	02	Okla State Dept of Health - NEMESIS	250,000.00	408 Funds Carry forward
K9-	08-	04-	01-	00	PI&E - IN-House Programs	16,915.41	408 Funds Carry forward
K9-	08-	06-	01-	01	Dept of Health - State Data Linkage Project	90,000.00	408 Funds Carry forward
K9-	08-	06-	02-	05	OU Crash Reporting	53,171.00	408 Funds Carry forward
K9-	08-	06-	03-	02	TraCS Support Fees - Iowa	25,000.00	408 Funds Carry forward
K9-	08-	06-	05-	01	BIS - Collision Data Import Project	74,000.00	408 Funds Carry forward
K9-	08-	06-	06-	01	DPS TraCS/Traffic Records Support	100,000.00	408 Funds Carry forward
K9-	08-	06-	07-	02	OU Software Development & Integration	150,000.00	408 Funds Carry forward
K9-	08-	06-	0-	01	E-Data Assistance Project	150,000.00	408 Funds Carry forward
DTNH22-07-H-00134					FARS	78,970.00	NHTSA Coop. Agreement
DTNH22-03-H-47207					CODES Netwk(5/15/03 - 5/15/08)	65,147.41	NHTSA Coop. Agreement
21115TND					CVARS Grant	350,550.00	MCSAP Cooperative Agreement
<b>402 Total</b>						<b>91,260.00</b>	
<b>Total All Funds</b>						<b>\$1,495,013.82</b>	

## **Railroad Safety Mini Problem Identification**

In 2005, train fatalities were down 42% from 1997. The ten year period averaged 12 fatalities per year and 2006 is 25% above this average.

## **RAILROAD SAFETY OBJECTIVE**

To reduce the number of fatalities resulting from motor vehicle crashes at rail grade crossings by 10% (from 15 in 2006 to 12 in 2008).

## **RAILROAD SAFETY STRATEGIES**

Support Operation Lifesaver with railroad safety education classes.

Support Operation Lifesaver to develop and distribute public service announcements throughout the State using radio and television media.

Train 12 presenters for making Railway Safety presentations.

Support CLEET Certified Grade Crossing Collision Investigation training for law enforcement personnel.

**Project Number:** K4RH-08-02-01-04

**Project Name:** Operation Lifesaver Railroad Safety Program

**Agency:** Operation Lifesavers

**DESCRIPTION:**

Operation Lifesaver is a National Organization devoted to promoting safety at railroad highway crossings. This project will fund the Oklahoma Operation Lifesaver Organization in their efforts toward this goal. Funds will be for training new OL presenters, purchase training and presentation aids, and provide travel expenses for presenters to make railway safety presentations to various groups throughout Oklahoma, including schools, law enforcement agencies, civic groups, and driver training courses. Funding will also be provided for out-of-state travel to an approved conference, such as Lifesavers or the National Operation Lifesaver Symposium.

**Equipment:** None

**Budget:** \$10,440 Section 406

**Railroad/Highway Crossings: Budget Summary**

Project Number					Project Name	Budget	Budget Source
K4RH-	08-	02-	01-	04	Oklahoma Operation Lifesaver	10,440.00	406 Funds Carry forward
<b>402 Total</b>						<b>\$0.00</b>	
<b>Total All Funds</b>						<b>\$10,440.00</b>	

**Project Number:** PM-08-02-01-02

**Project Name:** Statewide Traffic Safety Marketing Campaign

**Agency:** To be Determined (OHSO)

**DESCRIPTION:**

This project will develop and produce a marketing strategy to promote traffic safety in Oklahoma. Through an advertising agency, appropriate media spots; such as radio, television, and billboard will be produced. A portion of the project funds will be used to buy airtime and leverage additional donated airplay. The selected agency will also be responsible for creation and production of 2 Much 2 Lose (2M2L) marketing materials.

The project will be submitted through the Department of Central Services and awarded through the bid process in FY2008. Additional optional renewal years will be included in the award. It calls for the contractor to provide advertising services, promotional and campaign services, creative design, and marketing services. The contractor will provide all personnel, supplies, tools, materials, management supervision, travel and other services and supplies necessary to perform the required services as defined in the Request for Proposal.

The contractor is required to recommend, initiate and foster partnerships with the Department of Public Safety, Oklahoma Highway Safety Office, trade associations, chambers of commerce, businesses, and other governmental entities to maximize exposure and awareness of the traffic safety campaign. The contractor is responsible for developing and creating a marketing campaign focusing on increasing safety belt usage, promotion of increased enforcement, reduction of alcohol/drug related fatalities and injuries, as well as other traffic safety issues and implementation of the campaign once creative concepts/designs have been approved by the OHSO.

The contractor will be required to provide supporting documentation to establish an approach to implementing the traffic safety campaign. Supporting documentation will include market analysis, demographic assessment, and any other measuring tools used to determine the most effective marketing approach to satisfy the requirements of the RFP, and meet the requirements of NHTSA Grant Funding Policy, IIE and 402 Advertising Space Guidance.

The contractor also will be required to provide the OHSO with the number of paid airings devoted to each and all announcements, and the estimated size of audience based on Arbitron or Nielsen ratings. In addition, a more extensive assessment to measure target audience reaction will be created by contractor. Acceptable evaluation standards include, but not limited to, mail surveys, telephone surveys, focus groups, mall intercept

interviews, direct mailings, call-in centers, newspaper polls, household interviews, the before and after approach and the control region approach.

Brothers & Co. will be required to provide detailed, auditable records and pertinent financial and expenditure materials to OHSO for payment and audit purposes.

Section 406 funds are used in support of occupant protection programs such as the “Click It Or Ticket” mobilization. Section 410 funds are used to support impaired driving programs such as the “Drunk Driving, Over The Limit, Under Arrest” mobilization. Section 2010 funds are used to support the motorcycle awareness program such as the “Share The Road” campaign. OJJDP funds are used in support of the youth alcohol program such as the “To Much To Lose” project. These funds and activities will be monitored in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

***NOTE: A media planning session will be conducted to allow for input from participants of local law enforcement (qualifies for local benefit), health professions and others in the planning of future media campaigns. Documentation of this planning will be placed in the appropriate files for future review. Federal regulations state that local benefit can be given if they have had an “active voice” in the initiation, development, and implementation of the program/project, or that they request and accept the goods and services provided as part of their local government’s highway safety program.***

**Equipment:**                      None

**Budget:** \$30,000                      Section: 402

**Project Number:** SEE LIST BELOW

**Project Name:** OHSO Sports Marketing Program

**Agency:** OHSO

**DESCRIPTION:**

This project consists of multiple components to develop a series of year-round integrated marketing communications activities that build upon, leverage and maximize the impact of the major enforcement and paid advertising campaigns. Designed to foster a healthier driving environment and social normalizing, the activities in this project will communicate broad messages to the public through sports venues and proactively encourage behavioral change that will save Oklahoma lives. Through event marketing, television, radio, and Internet this project reaches the masses like no other on a year-round basis.

The athletic venues are as follows:

- Learfield Sports (University of Oklahoma), \$170,000 Section 406, K4PM-08-04-02-00
- Action Sports (Oklahoma State University– jumbotron), \$21,500 Section 402, PM-08-04-02-00A
- Express Sports (Blazers, PBR), \$25,500 Section 402, PM-08-04-02-00B
- Host Communications (Oklahoma State University), \$52,000 Section 402, PM-08-04-02-00C
- Learfield Sports (University of Tulsa), \$16,500 Section 402, PM-08-04-02-00E
- Oklahoma Redhawks, \$36,000 Section 402, PM-08-04-02-00F
- Tulsa Drillers, \$11,000 Section 402, PM-08-04-02-00G
- Tulsa Oilers, \$8,000 Section 402, PM-08-04-02-00H
- Tulsa Talons, \$10,000 Section 402, PM-08-04-02-00I
- Oklahoma City Yard Dawgz, \$10,000 Section 402, PM-08-04-02-00J
- Other Small Colleges, \$26,000 section 402, PM-08-04-02-00K

<b>Budget:</b>	\$170,000	Section 406 (Occupant Protection)
	\$216,500	Section 402 (Paid Media)

**Paid Advertising: Budget Summary**

<b>Project Number</b>					<b>Project Name</b>	<b>Budget</b>	<b>Budget Source</b>
PM-	08-	02-	01-	02	Advertisement - Media	30,000.00	Section 402
PM-	08-	04-	02-	00A	Action Sports - OSU	21,500.00	Section 402
PM-	08-	04-	02-	00B1	Express Sports - Blazers/Oilers/PBR	25,500.00	Section 402
PM-	08-	04-	02-	00C	Host Comm - OSU	52,000.00	Section 402
PM-	08-	04-	02-	00E	Learfield Sports - Golden Hurricane	16,500.00	Section 402
PM-	08-	04-	02-	00F	Redhawks	36,000.00	Section 402
PM-	08-	04-	02-	00G	Tulsa Drillers	11,000.00	Section 402
PM-	08-	04-	02-	00H	Tulsa Oilers	8,000.00	Section 402
PM-	08-	04-	02-	00I	Tulsa Talons	10,000.00	Section 402
PM-	08-	04-	02-	00J	Yard Dawgs	10,000.00	Section 402
PM-	08-	04-	02-	00K	Other Small Colleges	26,000.00	Section 402
K4PM-	08-	02-	01-	02	Advertisement - Media	800,000.00	406 Funds Carry forward
K4PM-	08-	04-	02-	00D	Learfield Sports - OU	170,000.00	406 Funds Carry forward
K6-	08-	02-	01-	02	Advertisement - Media	61,000.00	2010 Funds Carry forward
K8PM-	08-	02-	01-	02	Advertisement - Media	670,000.00	410 Funds Carry forward
<b>402 Total</b>						<b>\$246,500.00</b>	
<b>Total All Funds</b>						<b>\$1,701,000.00</b>	

**Project Number:** K4OP-08-02-01-09

**Project Title:** EMSA Child Seat Safety Program

**Agency:** Emergency Medical Services Authority

**DESCRIPTION:**

This project will address the need for Child Passenger Safety (CPS) training for EMS personnel. This project will provide training for Emergency Medical Services Authority (EMSA) personnel, as well as personnel from other professional organizations (such as police and fire) through their offices in Oklahoma City and Tulsa. Educational programs will be offered through partnerships with local media, daily interaction with the public, and scheduled speaking engagements. The program also will increase the availability of public car seat inspection and instruction by offering regularly scheduled car seat checks in both metropolitan areas. Funds will also be available for child passenger safety seats to distribute at no cost to families in need. Travel funding for one person to attend an approved Child Passenger Safety conference is also provided.

**Equipment:** None

**Budget:** \$90,000 Section 406

**Project Number:** K4OP-08-02-02-08

**Project Title:** Latino Community Traffic Safety Program

**Agency:** Latino Community Development Agency

**DESCRIPTION:**

The Latino Community Development Agency (LCDA) is the leading organization for Hispanic community involvement and assistance in Oklahoma. This project will provide funding for one full-time Traffic Safety Educator position, as well as a percentage of FTE for the Project Director, clerical and receptionist positions. While the main emphasis of this project is in the area of Child Passenger Safety, with monthly car seat checks and educational events, it will also provide education in drinking and driving and seat belt use promotions through the Latino Clubs in area schools, and bicycle rodeo events. Travel funding for the Traffic Safety Educator to attend an approved Child Passenger Safety conference is also provided.

**Equipment:** None

**Budget:** \$69,300 Section 406

**Project Number:** K4OP-08-02-03-08

**Project Title:** Safe Kids Tulsa OP Program

**Agency:** Safe Kids of Tulsa

**DESCRIPTION:**

Safe Kids Tulsa will continue to support Child Passenger Safety efforts in the northeastern part of the State of Oklahoma through CPS related training, educational events and car seat checkups held monthly. This contract will provide partial funding for a full-time equivalent CPS Coordinator position to manage and coordinate the CPS activities, to include: scheduling events, answering phone calls, preparing flyers for events, and a variety of other duties related to the project goals. Funding will also be provided for the purchases of child car seats, which are distributed for free to low-income qualifying caregivers. Travel funding for two persons to attend an approved Child Passenger Safety conference is also provided.

**Equipment:** None

**Budget:** \$42,000 Section 406

**Project Number:** K4OP-08-02-04-10

**Project Title:** Safe Kids Child Restraint Education

**Agency:** Safe Kids Oklahoma

**DESCRIPTION:**

Safe Kids Oklahoma will continue to support Child Passenger Safety efforts in the State of Oklahoma through CPS related training, educational events and car seat checkups held monthly. Training will continue for childcare providers across Oklahoma in order to allow them a means to meet the new training requirements adopted by the Oklahoma Department of Human Services.

This project will provide funding for a full-time equivalent Administrative Assistant to manage and coordinate the CPS activities conducted by Safe Kids Oklahoma, to include: scheduling events, answering phone calls, preparing and distributing the *Please Be Seated* notices sent to reported CPS violators, prepare flyers for events, and a variety of other duties related to the projects goals. Funding will also be provided for the purchases of child car seats, both regular and special needs, which are distributed for free or loaned to low income qualifying caregivers. Travel funding for one person to attend an approved Child Passenger Safety conference is also provided.

**Equipment:** 1 Laptop Computer (\$1,500)

**Equipment Justification:**

This equipment will be used to provide Child Passenger Safety (CPS) instruction across the central Oklahoma area. This system is required to demonstrate proper CPS techniques and procedures in accordance with NHTSA guidelines.

**Budget:** \$66,000 Section 406

**Project Number:** K4PT-08-03-01-02

**Project Name:** Statewide Traffic Enforcement / Oklahoma Highway Patrol

**Agency:** Oklahoma Highway Patrol (OHP)

**DESCRIPTION:**

The Oklahoma Highway Patrol will use experienced Troopers to implement a special statewide overtime traffic enforcement project, focusing on safety belt enforcement and other behavior consistent with highway safety. Based on problem identification and seat belt use surveys, overtime hours may be allotted to those areas identified as being high target areas or areas having a seat belt use rate less than the State average. Most of the funds will be allotted for overtime shifts during the mobilization period dates determined by NHTSA. High Visibility Enforcement (HVE) events will be conducted across Oklahoma to combat seat belt violations.

**Equipment:** None

**Budget:** \$300,000 Section 406

**Project Number:** K4PT-08-03-02-05

**Project Name:** Oklahoma State University Traffic Enforcement

**Agency:** Oklahoma State University

**DESCRIPTION:**

The Oklahoma State University Police Department will employ a full-time officer to devote 100% of his/her attention to providing traffic safety education and enforcement to the campus community. The officer will make presentations, distribute brochures, videos, and other informational materials relating to the dangers associated with alcohol use, traffic safety and the need to use proper safety restraint systems. In addition, the officer will enforce alcohol, occupant protection, and other traffic laws. The Project Officer will devote approximately 50% of his/her time to educational activity and 50% of time to enforcement activity.

**Equipment:** None

**Budget:** \$66,500 Section 406

**Project Number:** K4PM-08-02-01-02

**Project Name:** Statewide Traffic Safety Marketing Campaign / Advertising

**Agency:** TBD

**DESCRIPTION:**

This project will develop and produce a marketing strategy to promote traffic safety in Oklahoma. Through an advertising agency, appropriate media spots; such as radio, television, and billboard will be produced. A portion of the project funds will be used to buy airtime and leverage additional donated airplay. Brothers & Company will also be responsible for creation and production of 2 much 2 lose (2M2L) marketing materials.

The project was submitted through the Department of Central Services and awarded through the bid process in FY2003. Additional optional renewal years were included in the award. It calls for the contractor to provide advertising services, promotional and campaign services, creative design, and marketing services. The contractor will provide all personnel, supplies, tools, materials, management supervision, travel and other services and supplies necessary to perform the required services as defined in the Request for Proposal.

The contractor is required to recommend, initiate and foster partnerships with the Department of Public Safety, Oklahoma Highway Safety Office, trade associations, chambers of commerce, businesses, and other governmental entities to maximize exposure and awareness of the traffic safety campaign. The contractor is responsible for developing and creating a marketing campaign focusing on increasing safety belt usage, promotion of increased enforcement, reduction of alcohol/drug related fatalities and injuries, as well as other traffic safety issues and implementation of the campaign once creative concepts/designs have been approved by the OHSO.

The contractor will be required to provide supporting documentation to establish an approach to implementing the traffic safety campaign. Supporting documentation will include market analysis, demographic assessment, and any other measuring tools used to determine the most effective marketing approach to satisfy the requirements of the RFP, and meet the requirements of NHTSA Grant Funding Policy, IIE and 402 Advertising Space Guidance.

The contractor also will be required to provide the OHSO with the number of paid airings devoted to each and all announcements, and the estimated size of audience based on Arbitron or Nielsen ratings. In addition, a more extensive assessment to measure target audience reaction will be created by contractor. Acceptable evaluation standards include, but not limited to, mail surveys, telephone surveys, focus groups, mall intercept interviews, direct mailings, call-in centers, newspaper polls, household interviews, the before and after approach and the control region approach.

Brothers & Co. will be required to provide detailed, auditable records and pertinent financial and expenditure materials to OHSO for payment and audit purposes.

Section 406 funds are used in support of occupant protection programs such as the “Click It Or Ticket” mobilization. Section 410 funds are used to support impaired driving programs such as the “Drunk Driving, Over The Limit, Under Arrest” mobilization. Section 2010 funds are used to support the motorcycle awareness program such as the “Share The Road” campaign. OJJDP funds are used in support of the youth alcohol program such as the “To Much To Lose” project. These funds and activities will be monitored in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

*NOTE: A media planning session will be conducted to allow for input from participants of local law enforcement (qualifies for local benefit), health professions and others in the planning of future media campaigns. Documentation of this planning will be placed in the appropriate files for future review. Federal regulations state that local benefit can be given if they have had an “active voice” in the initiation, development, and implementation of the program/project, or that they request and accept the goods and services provided as part of their local government’s highway safety program.*

**Equipment:** None

<b>Budget:</b>	\$800,000	Section 406 (occupant protection)
	\$102,000	OJJDP (youth alcohol)
	\$670,000	Section 410 (alcohol)
	\$61,000	Section 2010 (Motorcycle Safety)

**Project Number:** K4-08-04-01-00

**Project Name:** PI&E In House Programs

**Agency:** OHSO

**DESCRIPTION:**

Public information and education is a vital element in all general and specific highway safety programs. Periodic, highly publicized traffic law enforcement efforts offer the best chance for bottom-line highway safety success. The public should be made aware of the great risk that results from seat belt violations and failing to obey traffic laws, both in terms of potential physical harm and from the likelihood of being cited for noncompliance. Public awareness can be accomplished in a variety of ways, including the production of brochures, videos, television and radio PSAs, posters, press releases, speakers' bureau, safety fairs and events, implementation of national and state media campaigns, and use of OHSO's film/video library.

The OHSO may also provide appropriate travel/training for non-OHSO personnel to enhance educational efforts.

**Equipment:** None

**Budget:** \$245,621 Section 406

**Safety Belt Performance Grant: Budget Summary**

Project Number					Project Name	Budget	Budget Source
K4OP-	08-	02-	01-	09	EMSA	90,000.00	406 Funds Carry forward
K4OP-	08-	02-	02-	08	Latino Comm Development Agency	69,300.00	406 Funds Carry forward
K4OP-	08-	02-	03-	08	Tulsa SafeKids	42,000.00	406 Funds Carry forward
K4OP-	08-	02-	04-	10	OK SafeKids Coalition	66,000.00	406 Funds Carry forward
K4PM-	08-	02-	01-	02	Advertisement - Media	800,000.00	406 Funds Carry forward
K4PM-	08-	04-	02-	00D	Learfield Sports - OU	170,000.00	406 Funds Carry forward
K4PT-	08-	03-	01-	02	OHP	300,000.00	406 Funds Carry forward
K4PT-	08-	03-	02-	05	OSU P D	66,500.00	406 Funds Carry forward
K4RH-	08-	02-	01-	04	Oklahoma Operation Lifesaver	10,440.00	406 Funds Carry forward
K4-	08-	04-	01-	00	PI&E - In-House Programs	245,621.00	406 Funds Carry forward
<b>402 Total</b>						<b>\$0.00</b>	
<b>Total All Funds</b>						<b>\$1,859,861.00</b>	

## **MOTORCYCLE SAFETY MINI PROBLEM IDENTIFICATION**

Motorcycle fatalities increased 83.7% from 43 in 2003 to 79 in 2004. Unsafe Speed and Failure to Yield were the primary causes of motorcycle crashes. From 1995-2004 fatalities in Motorcycle KAB crashes ranged from a high of 79 in 2004 to a low of 25 in 1998. During the 10-year period, fatalities averaged 37 per year. 2004 is 113.5% above this average.

In 2004, Motorcycle fatalities accounted for 10.2% of the total fatalities.

## **MOTORCYCLE SAFETY OBJECTIVES**

To reduce motorcycle fatalities by 2% annually (78 in 2005 to 73 in 2008)

To reduce motorcycle AB injuries (939 in 2005)

## **MOTORCYCLE SAFETY STRATEGIES**

Promote motorcycle safety through brochures, community events, fairs and other public informational opportunities.

Assist the State motorcycle safety administrator with the motorcyclist awareness program.

Participate as a member on the State motorcycle safety advisory committee.

Promote the “Share The Road” motor vehicle operator awareness program.

Encourage public participation in motorcycle rider education programs.

**Project Number:** K6-08-02-01-02

**Project Name:** Statewide Traffic Safety Marketing Campaign / Advertisements

**Agency:** TBD

**DESCRIPTION:**

This project will develop and produce a marketing strategy to promote traffic safety in Oklahoma. Through an advertising agency, appropriate media spots; such as radio, television, and billboard will be produced. A portion of the project funds will be used to buy airtime and leverage additional donated airplay. Brothers & Company will also be responsible for creation and production of marketing materials.

The project was submitted through the Department of Central Services and awarded through the bid process in FY2003. Additional optional renewal years were included in the award. It calls for the contractor to provide advertising services, promotional and campaign services, creative design, and marketing services. The contractor will provide all personnel, supplies, tools, materials, management supervision, travel and other services and supplies necessary to perform the required services as defined in the Request for Proposal.

The contractor is required to recommend, initiate and foster partnerships with the Department of Public Safety, Oklahoma Highway Safety Office, trade associations, chambers of commerce, businesses, and other governmental entities to maximize exposure and awareness of the traffic safety campaign. The contractor is responsible for developing and creating a marketing campaign focusing on increasing safety belt usage, promotion of increased enforcement, reduction of alcohol/drug related fatalities and injuries, as well as other traffic safety issues and implementation of the campaign once creative concepts/designs have been approved by the OHSO.

The contractor will be required to provide supporting documentation to establish an approach to implementing the traffic safety campaign. Supporting documentation will include market analysis, demographic assessment, and any other measuring tools used to determine the most effective marketing approach to satisfy the requirements of the RFP, and meet the requirements of NHTSA Grant Funding Policy, IIE and 402 Advertising Space Guidance.

The contractor also will be required to provide the OHSO with the number of paid airings devoted to each and all announcements, and the estimated size of audience based on Arbitron or Nielsen ratings. In addition, a more extensive assessment to measure target audience reaction will be created by contractor. Acceptable evaluation standards include, but not limited to, mail surveys, telephone surveys, focus groups, mall intercept interviews, direct mailings, call-in centers, newspaper polls, household interviews, the before and after approach and the control region approach.

The firm will be required to provide detailed, auditable records and pertinent financial and expenditure materials to OHSO for payment and audit purposes.

Section 406 funds are used in support of occupant protection programs such as the “Click It Or Ticket” mobilization. Section 410 funds are used to support impaired driving programs such as the “Drunk Driving, Over The Limit, Under Arrest” mobilization. Section 2010 funds are used to support the motorcycle awareness program such as the “Share The Road” campaign. OJJDP funds are used in support of the youth alcohol program such as the “To Much To Lose” project. These funds and activities will be monitored in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

***NOTE: A media planning session will be conducted to allow for input from participants of local law enforcement (qualifies for local benefit), health professions and others in the planning of future media campaigns. Documentation of this planning will be placed in the appropriate files for future review. Federal regulations state that local benefit can be given if they have had an “active voice” in the initiation, development, and implementation of the program/project, or that they request and accept the goods and services provided as part of their local government’s highway safety program.***

**Equipment:**                      None

<b>Budget:</b>	\$800,000	Section 406 (occupant protection)
	\$102,000	OJJDP(youth alcohol)
	\$670,000	Section 410 (alcohol)
	\$61,000	Section 2010 (motorcycle safety)

**Project Number:** K6-08-04-01-00

**Project Title:** Statewide Motorcycle Safety PI&E Programs

**DESCRIPTION:**

Increased public awareness will be achieved by the distribution of brochures, videos, television and radio PSA's, display booths, posters, press releases, speakers' bureau, media campaigns, and use of OHSO's film/video library. The OHSO desires to make the "Share the Road" program a vital component of this program.

The OHSO may also provide appropriate travel/training for both OHSO or non-OHSO personnel to enhance educational efforts.

**Equipment:** None

**Budget:** \$1,500.00 Section 2010

**Project Number:** K6-08-03-01-02

**Project Title:** OHP Statewide Motorcycle Safety Program

**DESCRIPTION:**

The OHP desires to make the public aware of the risks that result from failure to wear motorcycle protective equipment, and the need for motorcycle rider training. Increased public awareness will be achieved by the distribution of brochures, videos, television and radio PSA's, display booths, posters, press releases, speakers' bureau, media campaigns, and use of OHP film/video library.

The OHP may also provide appropriate travel/training for Motorcycle related events to enhance educational efforts.

**Equipment:** None

**Budget:** \$29,000 Section 2010

**Motorcycle Safety Grant: Budget Summary**

Project Number					Project Name	Budget	Budget Source
K6-	08-	02-	01-	02	Advertisement - Media	61,000.00	2010 Funds Carry forward
K6-	08-	03-	01-	02	OHP	29,000.00	2010 Funds Carry forward
K6-	08-	04-	01-	00	PI&E - IN-House Programs	1,500.00	2010 Funds Carry forward
<b>402 Total</b>						<b>\$0.00</b>	
<b>Total All Funds</b>						<b>\$91,500.00</b>	

**Project Number:** K9-08-02-01-02

**Project Name:** Oklahoma State Department of Health - NEMSIS

**Agency:** Oklahoma State Department of Health – EMS Data

**DESCRIPTION:**

This project is a partnership between the OHSO and the Oklahoma State Department of Health to provide assistance to local EMS Services by improving data collection and facilitating state compliance with National Emergency Medical Services Information System (NEMSIS). The project includes redesigning the State's report form, software development and implementation of computer-based collection tools through a pilot project.

**Equipment:** None

**Budget:** \$250,000

Section 408

**Project Number:** K9-08-04-01-00

**Project Name:** PI&E In-House Programs

**DESCRIPTION:**

Awareness of traffic safety issues can be expressed in terms of the physical damage that can result from an automobile crash, knowledge of Oklahoma's traffic laws, and society's burden from increased insurance and health care costs. OHSO plans to develop and implement necessary materials and promotional efforts to reflect changes in State law. Publishing of information booklets on crash data and local traffic problem areas will be accomplished in order to educate the public about highway safety. Development of an e-data assistance and information transfer program which will allow appropriate state and local agencies to submit necessary crash data. OHSO plans to continue its partnership with traffic safety advocates and others to promote responsible traffic safety habits.

**Equipment:** None

**Budget:** \$0.00 Section 408

**Project Number:** K9-08-06-01-01

**Project Name:** Oklahoma Department of Health Data Linkage Network

**Agency:** Oklahoma Department of Health

**DESCRIPTION:**

This cooperative agreement provides support for data linkage projects through the continuation of a data linkage network of linked crash and injury data. It facilitates access to data for support of NHTSA affiliated research priorities. Through the Network, Oklahoma will develop, produce and publish a series of standardized reports and fact sheets useful within the traffic safety and injury control communities at state, local and national levels.

**Equipment:** None

**Budget:** \$90,000 Section 408

**Project Number:** K9-08-06-02-05

**Project Name:** University of Oklahoma Crash Reporting & Analysis

**Agency:** University of Oklahoma

**DESCRIPTION:**

This project will continue the partnership among the Oklahoma Highway Safety Office (OHSO), Oklahoma Department of Transportation (ODOT) and the University of Oklahoma ITS Lab for the continued enhancement of a user-friendly, interactive software package to replace the cumbersome and time-consuming process previously employed by ODOT's Collision and Safety Analysis Division and Traffic Engineers when providing reports and analyzing roadway data. The program is also a tool for making recommendations and predicting probability of various construction and highway enhancement projects. The product includes a self-installing package for local officials statewide to perform sophisticated crash analysis on their own, thereby eliminating the current dependency on ODOT for those tasks. In addition, this program provides a tool for police agencies to identify, plot and analyze high crash corridors for more effective enforcement programs. 2008 enhancements are to include adding all roads within the jurisdiction of the Oklahoma Highway Patrol and to incorporate new data elements collected on the State's newly implemented Collision Form.

**Equipment:** None

**Budget:** \$53,171 Section 408

**Project Number:** K9-08-06-03-02

**Project Name:** TraCS Development / User Fees

**Agency:** Iowa Department of Transportation

**DESCRIPTION:**

To provide technical expertise and assistance to DPS to automate the State's traffic records system by automating many of the processes by which data is collected, processed and maintained, specifically those related to the implementation of a Mobile Data Collection Pilot Program (TraCS).

The TraCS Development Team will assist in the development of a new system for collecting electronic traffic records data: (1) Creating a system where data from newly created forms can be manually entered at a central location; (2) Develop a system on a laptop computer suitable for law enforcement field work; (3) Demonstrate the download of data from the laptop via hard wire and wireless connections; and (4) Collaborate in all areas of expertise as required to develop and support the implementation of the State's Mobile Data Collection System (TraCS).

**Equipment:** None

**Budget:** \$25,000 Section 408

**Project Number:** K9-08-06-05-01

**Project Name:** BIS – Data Import Collection Project

**Agency:** Business Imaging Systems

**DESCRIPTION:**

To provide technical expertise and assistance to incorporate electronically collected crash data into currently existing systems within the Department of Public Safety (DPS), including:

1. Develop an XML format for crash report data
2. Consult with DPS on upload mechanisms
3. Develop a manual for agencies wishing to upload electronic reports
4. Develop software to import XML data to Ascent Capture
5. Develop screens to perform manual data entry on reports that do not pass the business rules

This system is designed to eliminate various manual data entry functions associated with crash data.

**Equipment:** None

**Budget:** \$74,000 Section 408

**Project Number:** K9-08-06-06-01

**Project Name:** DPS TraCS/Traffic Records Support

**Agency:** Oklahoma Department of Public Safety

**DESCRIPTION:**

To provide technical support to the Oklahoma Traffic Records Improvement Project including, but not limited to: TraCS, On-line Crash Reporting System, E-Data Assistance Program and BIS Collision Data Import System. Options available for this project are: Hiring permanent FTE's, re-negotiating with current contractor for extended services and/or adding additional contractual support services.

**Equipment:** None

**Budget:** \$100,000                      Section 408

**Project Number:** K9-08-06-07-02

**Project Name:** OU Software Development & Integration

**Agency:** University of Oklahoma School of Electrical & Computer Engineering

**DESCRIPTION:**

To provide technical expertise and assistance to the Department of Public Safety (DPS) to improve the State's traffic records system by automating many of the processes by which data is collected, processed and maintained, specifically those relating to the implementation of a Mobile Data Collection System (TraCS).

The University of Oklahoma TraCS Development Team, in collaboration with DPS, will assist in the development and implementation of new system(s) for collecting and processing electronic data, including the integration of existing federal, state and local systems.

**Equipment:** None

**Budget:** \$150,000 Section 408

**Project Number:** K9-08-06-08-01

**Project Name:** E-Data Assistance Project

**Agency:** Oklahoma Highway Safety Office/State & Local Agencies TBD

**Description:**

To facilitate the electronic transfer of traffic records data to the State's central repository from other state agencies, local agencies and/or proprietary software vendors by providing standards for data submission, technical assistance and financial assistance if needed.

Selection criteria for participating agencies will be:

- Greatest impact to overall traffic records system
- Willingness to participate
- Timeliness in which goals can be achieved
- Available funding

**Equipment:** None

**Budget:** \$150,000 Section 408

**Project Number:** K9-08-06-09-01

**Project Name:** Data Server Project

**Agency:** Oklahoma Department of Public Safety

**Description:**

To facilitate the electronic transfer and storage of traffic records data to the State's central repository from the Oklahoma TraCS system, other state agencies, local agencies and/or proprietary software vendors by providing standards for data submission, technical assistance and data transfer with appropriate agencies.

**Equipment:** Two (2) Data Server Computer Systems

**Equipment Justification:**

This central server solution is critical to the success of the Oklahoma TraCS project. The Oklahoma Department of Public Safety does not have the Data Server Computer Systems necessary to support the data transfer of crash records and reports. These systems will provide the communications platform required to complete data transfer operations.

**Budget:** \$16,915.41 Section 408

**Information System Improvement Grant: Budget Summary**

Project Number					Project Name	Budget	Budget Source
K9-	08-	02-	01-	02	Okla State Dept of Health - NEMESIS	250,000.00	408 Funds Carry forward
K9-	08-	04-	01-	00	PI&E - IN-House Programs	227,271.60	State of Oklahoma
K9-	08-	06-	01-	01	Dept of Health - State Data Linkage Project	90,000.00	408 Funds Carry forward
K9-	08-	06-	02-	05	OU Crash Reporting	53,171.00	408 Funds Carry forward
K9-	08-	06-	03-	02	TraCS Support Fees - Iowa	25,000.00	408 Funds Carry forward
K9-	08-	06-	05-	01	BIS - Collision Data Import Project	74,000.00	408 Funds Carry forward
K9-	08-	06-	06-	01	DPS TraCS/Traffic Records Support	100,000.00	408 Funds Carry forward
K9-	08-	06-	07-	02	OU Software Development & Integration	150,000.00	408 Funds Carry forward
K9-	08-	06-	08-	01	E-Data Assistance Project	150,000.00	408 Funds Carry forward
K9-	08-	06-	09-	00		16,915.41	408 Funds Carry forward
<b>402 Total</b>						<b>0.00</b>	
<b>Total All Funds</b>						<b>\$1,136,358.01</b>	

## **ALCOHOL MINI PROBLEM IDENTIFICATION**

There were 180 fatalities in 2005 Alcohol/Drug-Related crashes. Fatalities decreased 3.8 from 187 in 2004 to 180 in 2005.

Oklahoma (16 fatalities), Tulsa (11 fatalities), and McCurtain (10 fatalities) counties had the highest incidence of fatalities in 2005 that were Alcohol/Drug-Related.

Alcohol fatality rate per 100 Million VMT is .03

Alcohol fatality rate per 100 Thousand Population is .4

## **ALCOHOL OBJECTIVES**

To reduce Alcohol/Drug-Related fatalities by 1% annually (180 in 2005 to 174 in 2008)

To reduce Alcohol/Drug-Related AB injuries by 1% annually (2,429 in 2005 to 2356 in 2008)

## **ALCOHOL STRATEGIES**

Educate prosecutors by continued employment of a Traffic Safety Resource prosecutor to provide training and information to prosecutors, and provide liaison services between the traffic safety community and other seasoned prosecutors.

Educate the State judiciary by contracting for a State Judicial Educator. The State Judicial Educator will provide information to judges and court members and provide liaison between the traffic safety community and other appropriate organizations.

Make available SFST training to Oklahoma law enforcement officers.

Provide sustained enforcement of drinking and drugged drivers by State and local law enforcement programs (Projects listed in Police Traffic Services reflecting approximately 25% alcohol. Projects are listed in the Police Traffic Services Program Area for ease in coordination of law enforcement activities.)

Support court programs to educate pre-driving age students on the consequences of drinking and driving.

Conduct DRE classes for Oklahoma law enforcement officers.

Make available appropriate training on the detection, enforcement, prosecution and adjudication of alcohol-related offenses.

Provide information to students, parents and others to deter underage drinking and provide enforcement for violators of the underage drinking laws.

Support and require participation by law enforcement agencies in the national and State "Drunk Driving. Over the Limit. Under Arrest." mobilization, as well as all other national mobilizations periods and campaigns.

Discourage drunk driving and underage drinking through media campaigns, sports marketing, earned media, and other community events

Continue partnerships with the Oklahoma Department of Mental Health & Substance Abuse Services and the Oklahoma ABLE Commission to provide programs to deter irresponsible alcohol/drug use.

**Project Number:** K8PM-08-02-01-02

**Project Name:** Statewide Traffic Safety Marketing Campaign

**Agency:** TBD

**DESCRIPTION:**

This project will develop and produce a marketing strategy to promote traffic safety in Oklahoma. Through an advertising agency, appropriate media spots; such as radio, television, and billboard will be produced. A portion of the project funds will be used to buy airtime and leverage additional donated airplay. Brothers & Company will also be responsible for creation and production of marketing materials.

The project was submitted through the Department of Central Services and awarded through the bid process in FY2003. Additional optional renewal years were included in the award. It calls for the contractor to provide advertising services, promotional and campaign services, creative design, and marketing services. The contractor will provide all personnel, supplies, tools, materials, management supervision, travel and other services and supplies necessary to perform the required services as defined in the Request for Proposal.

The contractor is required to recommend, initiate and foster partnerships with the Department of Public Safety, Oklahoma Highway Safety Office, trade associations, chambers of commerce, businesses, and other governmental entities to maximize exposure and awareness of the traffic safety campaign. The contractor is responsible for developing and creating a marketing campaign focusing on increasing safety belt usage, promotion of increased enforcement, reduction of alcohol/drug related fatalities and injuries, as well as other traffic safety issues and implementation of the campaign once creative concepts/designs have been approved by the OHSO.

The contractor will be required to provide supporting documentation to establish an approach to implementing the traffic safety campaign. Supporting documentation will include market analysis, demographic assessment, and any other measuring tools used to determine the most effective marketing approach to satisfy the requirements of the RFP, and meet the requirements of NHTSA Grant Funding Policy, IIE and 402 Advertising Space Guidance.

The contractor also will be required to provide the OHSO with the number of paid airings devoted to each and all announcements, and the estimated size of audience based on Arbitron or Nielsen ratings. In addition, a more extensive assessment to measure target audience reaction will be created by contractor. Acceptable evaluation standards include, but not limited to, mail surveys, telephone surveys, focus groups, mall intercept interviews, direct mailings, call-in centers, newspaper polls, household interviews, the before and after approach and the control region approach.

The firm will be required to provide detailed, auditable records and pertinent financial and expenditure materials to OHSO for payment and audit purposes.

Section 406 funds are used in support of occupant protection programs such as the “Click It Or Ticket” mobilization. Section 410 funds are used to support impaired driving programs such as the “Drunk Driving, Over The Limit, Under Arrest” mobilization. Section 2010 funds are used to support the motorcycle awareness program such as the “Share The Road” campaign. OJJDP funds are used in support of the youth alcohol program such as the “Too Much To Lose” project. These funds and activities will be monitored in accordance with OHSO PPI-4, Page 1 & 2, Para 1-9.

***NOTE: A media planning session will be conducted to allow for input from participants of local law enforcement (qualifies for local benefit), health professions and others in the planning of future media campaigns. Documentation of this planning will be placed in the appropriate files for future review. Federal regulations state that local benefit can be given if they have had an “active voice” in the initiation, development, and implementation of the program/project, or that they request and accept the goods and services provided as part of their local government’s highway safety program.***

**Equipment:** None

<b>Budget:</b>	\$800,000	Section 406 (occupant protection)
	\$102,000	OJJDP (youth alcohol)
	\$670,000	Section 410 (alcohol)
	\$61,000	Section 2010 (motorcycle)

**Project Number:** K8-08-02-02-01

**Project Title:** Tulsa CRASHs Court State Judicial Educator (SJE)

**Agency:** Tulsa Community Services Council

**DESCRIPTION:**

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

**Equipment:** None

**Budget:** \$107,000 Section 410

**Project Number:** K8-08-03-01-02

**Project Name:** Intoxilizers

**Agency:** Oklahoma Board of Chemical Tests

**DESCRIPTION:**

The Oklahoma Board of Tests will purchase 35 Intoxilizers to be placed with local municipalities around the State for use in detection of DUI. These intoxilizers are LEADRS software system compatible and will integrate with other prosecution software systems. This will enable the prosecution and adjudication of impaired drivers.

**Equipment:** 35 Intoxilizer systems

**Equipment Justification:**

These systems are necessary for the prosecution of impaired drivers. A Blood Alcohol Content (BAC) test must be given in order to establish the level of impairment in drunk driving cases. This equipment will be able to accurately determine a suspect's BAC. Without these systems, a case for impaired driving prosecution cannot be established.

**Budget:** \$300,000 Section 410

**Project Number:** PT-08-03-15-05

K8-08-03-02-01

**Project Name:** Lawton Traffic Enforcement

**Agency:** Lawton Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Lawton Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Patrol officers will be involved in working overtime shifts to enforce alcohol traffic laws and issue citations as appropriate. Officers will primarily focus on DUI/DWI and impaired driving offenses. Participation in the four (4) quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November is mandatory. A public information and education effort will be made to increase awareness concerning highway safety.

**Equipment:** 4 radar systems (\$6,000)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. These four (4) radar systems will be purchased using the Section 402 funds. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

**Budget:** \$100,000 Section 402  
\$ 38,000 Section 410

**Project Number:** PT-08-03-19-04

K8-08-03-03-01

**Project Name:** Oklahoma City Traffic Enforcement

**Agency:** Oklahoma City Police Department

**DESCRIPTION:**

This overtime traffic enforcement project will involve Oklahoma City Police Department traffic and patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as identified by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Patrol officers will be involved in working overtime shifts to enforce alcohol traffic laws and issue citations as appropriate. Officers will primarily focus on DUI/DWI and impaired driving offenses. Participation in the four (4) quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November is mandatory. A public information and education effort will be made to increase awareness concerning highway safety. In addition, overtime funding will be provided to increase underage drinking prevention enforcement activity, child passenger safety issues, as well as administrative processing and educational efforts.

**Equipment:** None

**Budget:** \$140,000 Section 402  
\$100,000 Section 410

**Project Number:** PT-08-03-20-05

K8-08-03-04-01

**Project Name:** Oklahoma County Traffic Enforcement

**Agency:** Oklahoma County Sheriff's Office

**DESCRIPTION:**

This overtime traffic enforcement project will involve Oklahoma County patrol and traffic deputies working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Patrol officers will be involved in working overtime shifts to enforce alcohol-related traffic laws and issue citations as appropriate. Officers will primarily focus on DUI/DWI and impaired driving offenses. Participation in the four (4) quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November is mandatory. A public information and education effort will be made to increase awareness concerning highway safety. A full-time deputy will be employed to operate the Crash Court / Rollover Simulator program. This deputy will be available to travel across the State in an effort to encourage seat belt use and provide additional traffic enforcement. The Crash Court program will be presented in schools in the Oklahoma County area to educate young people on the consequences of impaired driving. The equipment is necessary for the enforcement of traffic laws.

**Equipment:** 10 in car video systems (\$48,000 from section 402)

**Equipment Justification:**

This equipment is necessary for the proper identification and prosecution of traffic law violators. The ten in car video systems will be purchased using Section 402 funds. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

<b>Budget:</b>	\$200,000	Section 402
	\$ 50,000	Section 410

**Project Number:** K8-08-03-05-02

**Project Name:** Statewide Impaired Driving Enforcement/Oklahoma Highway Patrol

**Agency:** Oklahoma Highway Patrol (OHP)

**DESCRIPTION:**

The Oklahoma Highway Patrol will use experienced Troopers to implement a special statewide overtime traffic enforcement project, focusing on safety belt enforcement and other behavior inconsistent with highway safety. Based on problem identification and seat belt use surveys, overtime hours may be allotted to those areas identified as being high target areas or areas having a seat belt use rate less than the State average. Patrol officers will be involved in working overtime shifts to enforce alcohol-related traffic laws and issue citations as appropriate. Officers will primarily focus on DUI/DWI and impaired driving offenses. Participation in the four (4) quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November is mandatory. These High Visibility Enforcement (HVE) events conducted across Oklahoma on a quarterly basis will work with county and local law enforcement agencies. OHP officers will work with special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

**Equipment:** None

**Budget:** \$300,000 Section 410

**Project Number:** PT-08-03-30-12

K8-08-03-07-01

**Project Name:** Tulsa Traffic Enforcement

**Agency:** Tulsa Police Department

**DESCRIPTION:**

The Tulsa Police Department (TPD) will continue an aggressive overtime traffic enforcement effort. This activity will include identifying high violation, high collision and high public complaint locations. These areas will be targeted for additional enforcement of speeding, occupant protection, traffic signal and failure to yield violations. Activities will be organized to address aggressive and drinking drivers, as needed. Patrol officers will be involved in working overtime shifts to enforce alcohol-related traffic laws and issue citations as appropriate. Officers will primarily focus on DUI/DWI and impaired driving offenses. Participation in the four (4) quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November is mandatory. TPD officers will work with special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

TPD will continue to maintain the Rollover Simulator provided by OHSO and use this equipment in area safety events. TPD will continue to discourage underage drinking by performing compliance checks and other Project 2M2L activities. The project will include participation in PI&E activities. The goal of the project is to reduce the number of KAB crashes in the City of Tulsa.

**Equipment:** 2 collision data recorders (\$5,000 from Section 402)

**Equipment Justification:**

Tulsa PD will purchase two (2) collision data recorders using Section 402 funds to assist their expert crash investigators in determining the nature of certain collisions and to better prepare them for reconstruction and prosecution of serious injury collisions.

<b>Budget:</b>	\$105,000	Section 402
	\$ 50,000	Section 410

**Project Number:** PT-08-03-29-07

K8-08-03-06-01

**Project Name:** Tulsa County Traffic Enforcement

**Agency:** Tulsa County Sheriff's Office

**DESCRIPTION:**

The Tulsa County Sheriff's Office will continue to operate its comprehensive traffic enforcement program, which includes the use of an OHSO-funded motorcycle. In addition, for FY08, deputies will use overtime funding to provide targeted enforcement of speeding violations, seat belt use, DUI/DWI and general Project 2M2L activities. Officers will primarily focus on DUI/DWI and impaired driving offenses. Participation in the four (4) quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November is mandatory. Deputies will work with special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA and participate in regular PI&E activities. The goal of the project is to reduce the number of KAB crashes in Tulsa County.

**Equipment:** None

**Budget:** \$90,500 Section 402  
\$50,000 Section 410

**Project Number:** K8-08-04-01-00

**Project Title:** DUI Court Training (Travel)

**Agency:** TBD

**DESCRIPTION:**

The goal of the State DUI court project is to educate members of the judiciary on impaired driving issues. The DUI court project will provide training to judges, and other members of the court on issues relating to the adjudication of impaired drivers. It will include training on sentencing, clinical assessment, case management strategies, evaluation of outcomes and treatment options. The DUI court project will provide travel for education, and training to enhance the professional competence of all persons performing judicial branch functions.

**Equipment:** None

**Budget:** \$30,000                      Section 410

**Project Number:** K8-08-06-01-02

**Project Name:** LEADRS Tech Support

**Agency:** Texas Municipal Police Association

**DESCRIPTION:**

This project will provide the required technical support needed to continue the Law Enforcement Advanced DUI Reporting System (LEADRS) in Oklahoma.

**Budget:** \$ 38,000 Section 410

**Project Number:** K8-08-07-01-00

**Project Name:** Program Area Management

**Agency:** OHSO

**DESCRIPTION:**

Personnel services to manage and provide administrative services for all Oklahoma Highway Safety Programs include:

100% Program Manager (Statewide Alcohol Coordinator)  
50% Law Enforcement Liaison

Other costs will include travel, training, office rent, office machines rental and maintenance, office supplies, and other appropriate administrative expenditures.

**Equipment:** None

**Budget:** \$167,000 Section 410

**Alcohol Impaired Driving Countermeasures Incentive Funds: Budget Summary**

Project Number					Project Name	Budget	Budget Source
K8PM-	08-	02-	01-	02	Advertisement - Media	670,000.00	410 Funds Carry forward
K8-	08-	02-	02-	01	Comm Servs Council of Gtr Tulsa - Judicial Educ	107,000.00	410 Funds Carry forward
K8-	08-	03-	01-	02	Brd of Tests - Intoxilizer Purchase	300,000.00	410 Funds Carry forward
K8-	08-	03-	02-	01	Lawton P D	38,000.00	410 Funds Carry forward
K8-	08-	03-	03-	01	Oklahoma City P D	100,000.00	410 Funds Carry forward
K8-	08-	03-	04-	01	Oklahoma County S O	50,000.00	410 Funds Carry forward
K8-	08-	03-	05-	02	OHP	300,000.00	410 Funds Carry forward
K8-	08-	03-	06-	01	Tulsa County S O	50,000.00	410 Funds Carry forward
K8-	08-	03-	07-	01	Tulsa P D	50,000.00	410 Funds Carry forward
K8-	08-	04-	01-	00	DUI Court Training - Travel	30,000.00	410 Funds Carry forward
K8-	08-	06-	01-	02	TX Municipal Police Assn-LEADERS Tech Support	38,000.00	410 Funds Carry forward
K8-	08-	07-	01-	00	Program Area Management	167,000.00	410 Funds Carry forward
<b>402 Total</b>						<b>0.00</b>	
<b>Total All Funds</b>						<b>\$1,900,000.00</b>	

## **STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
  
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
  
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
  
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
  
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
  
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall 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.

This 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 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

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.
- c) 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).
- d) 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.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 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.

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

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**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies

available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered

transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**Instructions for Lower Tier Certification**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

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

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

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

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

Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

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**Governor's Representative for Highway Safety**

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**Date**

**OKLAHOMA HIGHWAY SAFETY OFFICE  
FY 2008 Highway Safety Contract Information**

Project Number					Project Name	Budget Amount	Budget Amount	Local	State/Local
						(New)	(Carry forward)	Benefit	Funds
PA-	08-	07-	01-	00	Planning & Administration	250,000.00	50,000.00		310,000.00
					<b>Sub-Total</b>	<b>\$250,000.00</b>	<b>\$50,000.00</b>	<b>\$0.00</b>	<b>\$310,000.00</b>
AL-	08-	02-	01-	11	Comm Serv Council - CRASHs Court	70,500.00	10,000.00	80,500.00	
AL-	08-	02-	02-	05	District Attorney's Council	88,600.00	20,000.00	108,600.00	
AL-	08-	02-	03-	08	Norman P D - DEC	60,000.00		60,000.00	
AL-	08-	02-	04-	07	OACP - SFST Training	69,667.00	10,000.00	79,667.00	
AL-	08-	03-	01-	02	Shawnee P D	45,000.00	10,000.00	55,000.00	
AL-	08-	03-	02-	00	Brd of Test		4,000.00		
AL-	08-	04-	01-	00	PI&E - In-House Programs	40,000.00	15,000.00		
AL-	08-	07-	01-	00	Program Area Management	165,000.00	25,000.00		
					<b>Sub-Total</b>	<b>\$538,767.00</b>	<b>\$94,000.00</b>	<b>\$383,767.00</b>	<b>\$0.00</b>
MC-	08-	07-	01-	00	Program Area Management	2,000.00	1,000.00		
					<b>Sub-Total</b>	<b>\$2,000.00</b>	<b>\$1,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
OP-	08-	02-	01-	03	Chickasaw Nation	20,000.00	10,000.00	30,000.00	
OP-	08-	02-	02-	07	Okla State Dept of Health	85,000.00		85,000.00	
OP-	08-	04-	01-	00	PI&E - In-House Programs	43,000.00	20,000.00		
OP-	08-	05-	01-	00	Seat Belt & Child Restraint Surveys	51,000.00			
OP-	08-	07-	01-	00	Program Area Management	140,000.00	31,000.00		
					<b>Sub-Total</b>	<b>\$339,000.00</b>	<b>\$61,000.00</b>	<b>\$115,000.00</b>	<b>\$0.00</b>
PT-	08-	02-	01-	00	Professional Development for LE	23,000.00		20,700.00	
PT-	08-	03-	01-	05	Altus PD	30,000.00		30,000.00	
PT-	08-	03-	02-	04	Beaver County S O	13,000.00	12,000.00	25,000.00	
PT-	08-	03-	03-	05	Bethany PD	24,000.00		24,000.00	

**OKLAHOMA HIGHWAY SAFETY OFFICE  
FY 2008 Highway Safety Contract Information**

Project Number					Project Name	Budget Amount (New)	Budget Amount (Carry forward)	Local Benefit	State/Local Funds
PT-	08-	03-	04-	07	Bixby PD	30,000.00		30,000.00	
PT-	08-	03-	05-	08	Broken Arrow PD	59,500.00		59,500.00	
PT-	08-	03-	06-	02	Cherokee County S O	25,000.00		25,000.00	
PT-	08-	03-	07-	04	Choctaw PD	13,500.00		13,500.00	
PT-	08-	03-	08-	01	Collinsville PD	12,000.00		12,000.00	
PT-	08-	03-	09-	05	Durant P D	34,000.00		34,000.00	
PT-	08-	03-	10-	10	Edmond PD	65,000.00		65,000.00	
PT-	08-	03-	11-	05	El Reno PD	37,000.00		37,000.00	
PT-	08-	03-	12-	04	Enid P D	38,000.00		38,000.00	
PT-	08-	03-	13-	05	Guthrie P D	18,000.00		18,000.00	
PT-	08-	03-	14-	02	Kay County S O	48,000.00		48,000.00	
PT-	08-	03-	15-	05	Lawton PD	100,000.00		100,000.00	
PT-	08-	03-	16-	05	Midwest City PD	58,000.00		58,000.00	
PT-	08-	03-	17-	03	Moore P D	43,000.00		43,000.00	
PT-	08-	03-	18-	05	Norman P D	114,000.00		114,000.00	
PT-	08-	03-	19-	04	Okla City PD	140,000.00		140,000.00	
PT-	08-	03-	20-	05	Okla County S O	150,000.00	50,000.00	200,000.00	
PT-	08-	03-	21-	07	OHP				1,000,000.00
PT-	08-	03-	22-	03	Owasso P D	92,000.00		92,000.00	
PT-	08-	03-	23-	01	Ponca City PD	50,000.00		50,000.00	
PT-	08-	03-	24-	04	Purcell PD	20,000.00		20,000.00	
PT-	08-	03-	25-	05	Sand Springs P D	21,300.00		21,300.00	
PT-	08-	03-	26-	07	Sapulpa P D	65,000.00		65,000.00	
PT-	08-	03-	27-	05	Stillwater P D	12,000.00		12,000.00	
PT-	08-	03-	28-	06	Tahlequah P D	24,000.00		24,000.00	
PT-	08-	03-	29-	07	Tulsa County S O	90,500.00		90,500.00	
PT-	08-	03-	30-	12	Tulsa P D	105,000.00		105,000.00	
PT-	08-	03-	31-	04	Village, The PD	10,000.00		10,000.00	
PT-	08-	03-	32-	00	Mobilization Incentives	30,000.00		30,000.00	

**OKLAHOMA HIGHWAY SAFETY OFFICE**  
**FY 2008 Highway Safety Contract Information**

Project Number					Project Name	Budget Amount (New)	Budget Amount (Carry forward)	Local Benefit	State/Local Funds
					City of Collinsville		3,000.00	3,000.00	
					City of Bethany		3,000.00	3,000.00	
					City of Oklahoma City		3,000.00	3,000.00	
					Tulsa County S O		3,000.00	3,000.00	
					City of Owasso		3,000.00	3,000.00	
PT-	08-	04-	01-	00	PI&E - IN-House Programs	45,000.00	20,000.00		
PT-	08-	04-	02-	04	Okla University - Conf Planning	82,000.00		45,000.00	
PT-	08-	05-	01-	02	OK.GOV Website	20,000.00		10,000.00	
PT-	08-	07-	01-	00	Program Area Management	309,667.00	79,000.00		
					<b>Sub Total</b>	<b>2,051,467.00</b>	<b>176,000.00</b>	<b>1,724,500.00</b>	<b>1,000,000.00</b>
TR-	08-	05-	01-	00	Oklahoma Press - Print Evaluation	1,260.00			
TR-	08-	07-	01-	00	Program Area Management	70,000.00	20,000.00		
					<b>Sub Total</b>	<b>71,260.00</b>	<b>20,000.00</b>	<b>0.00</b>	<b>0.00</b>
PM-	08-	02-	01-	02	Advertisement - Media	30,000.00		20,000.00	
PM-	08-	04-	02-	00A	Action Sports - OSU	21,500.00			
PM-	08-	04-	02-	00B1	Express Sports - Blazers/Oilers/PBR	25,500.00			
PM-	08-	04-	02-	00C	Host Comm - OSU	52,000.00			
PM-	08-	04-	02-	00E	Learfield Sports - Golden Hurricane	16,500.00			
PM-	08-	04-	02-	00F	Redhawks	36,000.00			
PM-	08-	04-	02-	00G	Tulsa Drillers	11,000.00			
PM-	08-	04-	02-	00H	Tulsa Oilers	8,000.00			
PM-	08-	04-	02-	00I	Tulsa Talons	10,000.00			
PM-	08-	04-	02-	00J	Yard Dawgs	10,000.00			
					Other Small Colleges	26,000.00			
					<b>Sub Total</b>	<b>246,500.00</b>	<b>0.00</b>	<b>20,000.00</b>	<b>0.00</b>
<b>402 FUNDS - 20.6000000</b>					<b>TOTAL</b>	<b>3,498,994.00</b>	<b>402,000.00</b>	<b>2,243,267.00</b>	<b>1,310,000.00</b>

**OKLAHOMA HIGHWAY SAFETY OFFICE  
FY 2008 Highway Safety Contract Information**

Project Number					Project Name	Budget Amount (New)	Budget Amount (Carry forward)	Local Benefit	State/Local Funds
K4OP-	08-	02-	01-	09	EMSA		90,000.00		
K4OP-	08-	02-	02-	08	Latino Comm Development Agency		69,300.00		
K4OP-	08-	02-	03-	08	Tulsa SafeKids		42,000.00		
K4OP-	08-	02-	04-	10	OK SafeKids Coalition		66,000.00		
K4PM-	08-	02-	01-	02	Advertisement - Media		800,000.00		
K4PM-	08-	04-	02-	00	Learfield Sports - OU		170,000.00		
K4PT-	08-	03-	01-	02	OHP		300,000.00		
K4PT-	08-	03-	02-	05	OSU P D		66,500.00		
K4RH-	08-	02-	01-	04	Oklahoma Operation Lifesaver		10,440.00		
K4-	08-	04-	01-	00	PI&E - IN-House Programs		245,621.00		
<b>406 FUNDS - 20.6090000</b>					<b>TOTAL</b>	<b>0.00</b>	<b>1,859,861.00</b>	<b>0.00</b>	<b>0.00</b>
K9-	08-	02-	01-	02	Okla State Dept of Health - NEMSIS		250,000.00		
K9-	08-	04-	01-	00	PI&E - IN-House Programs				227,271.60
K9-	08-	06-	01-	01	Dept of Health - State Data Linkage Project		90,000.00		
K9-	08-	06-	02-	05	OU Crash Reporting		53,171.00		
K9-	08-	06-	03-	02	TraCS Support Fees - Iowa		25,000.00		
K9-	08-	06-	05-	01	BIS - Collision Data Import Project		74,000.00		
K9-	08-	06-	06-	01	DPS TraCS/Traffic Records Support		100,000.00		
K9-	08-	06-	07-	02	OU Software Development & Integration		150,000.00		
K9-	08-	06-	08-	01	E-Data Assistance Project		150,000.00		
K9-	08-	06-	09-	01	DPS - TraCS Servers		16,915.41		
<b>408 FUNDS - 20.6100000</b>					<b>TOTAL</b>	<b>0.00</b>	<b>909,086.41</b>	<b>0.00</b>	<b>227,271.60</b>
K8PM-	08-	02-	01-	02	Advertisement - Media		670,000.00		
K8-	08-	02-	02-	01	Comm Servs Council of Gtr Tulsa - Judicial Educ		107,000.00		
K8-	08-	03-	01-	02	Brd of Tests - Intoxilizer Purchase		300,000.00		
K8-	08-	03-	02-	01	Lawton P D		38,000.00		

**OKLAHOMA HIGHWAY SAFETY OFFICE  
FY 2008 Highway Safety Contract Information**

Project Number						Project Name	Budget Amount (New)	Budget Amount (Carry forward)	Local Benefit	State/Local Funds
K8-	08-	03-	03-	01	Oklahoma City P D		100,000.00			
K8-	08-	03-	04-	01	Oklahoma County S O		50,000.00			
K8-	08-	03-	05-	02	OHP		300,000.00			
K8-	08-	03-	06-	01	Tulsa County S O		50,000.00			
K8-	08-	03-	07-	01	Tulsa P D		50,000.00			
K8-	08-	04-	01-	00	DUI Court Training - Travel		30,000.00			
K8-	08-	06-	01-	02	TX Municipal Police Assn-LEADERs Tech Support		38,000.00			
K8-	08-	07-	01-	00	Program Area Management		167,000.00			475,000.00
<b>410 FUNDS - 20.6010000</b>						<b>TOTAL</b>	<b>0.00</b>	<b>1,900,000.00</b>	<b>0.00</b>	<b>475,000.00</b>
K6-	08-	02-	01-	02	Advertisement - Media		61,000.00			
K6-	08-	03-	01-	02	OHP		29,000.00			
K6-	08-	04-	01-	00	PI&E - IN-House Programs		1,500.00			
<b>2010 FUNDS - 20.6120000</b>						<b>TOTAL</b>	<b>0.00</b>	<b>91,500.00</b>	<b>0.00</b>	<b>0.00</b>
<b>NHTSA Funds</b>						<b>TOTAL</b>	<b>3,498,994.00</b>	<b>5,162,447.41</b>	<b>2,243,267.00</b>	<b>2,012,271.60</b>
<b>DTNH22-07-H-00134</b>						<b>FARS<sup>1</sup></b>	<b>78,970.00</b>			
<b>21115TND</b>						<b>CVARS Grant<sup>2</sup></b>				
					<b>Juvenile Justice Grants<sup>3</sup></b>	<b>344,736.68</b>				
<b>TOTAL OF ALL FUNDS</b>							<b>4,273,250.68</b>	<b>5,162,447.41</b>	<b>2,243,267.00</b>	<b>2,012,271.60</b>

1. FARS is a multiple year agreement; the approved amount is an estimate.

2. CVARS is a multiple year agreement; the approved amount is an estimate of the remaining balance for this agreement.

**OKLAHOMA HIGHWAY SAFETY OFFICE  
FY 2008 Highway Safety Contract Information**

Project Number					Project Name	Budget Amount	Budget Amount	Local	State/Local
						(New)	(Carry forward)	Benefit	Funds

3. Juvenile Justice Grants (OJJDP) represent several grant and multiple year agreements; the approved amount is a estimate of the remaining balances.

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

State: Oklahoma

**Highway Safety Plan Cost Summary**

**2008-HSP-1**

<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>State</b>	<b>Current Fiscal Year Funds</b>	<b>Carry Forward Funds</b>	<b>Share to Local</b>
<b>NHTSA</b>						
<b>NHTSA 402</b>						
<b>Planning and Administration</b>						
	PA-2008-07-01-00	Planning & Administration	\$310,000.00	\$250,000.00	\$50,000.00	\$0.00
<b>Planning and Administration Total</b>			<b>\$310,000.00</b>	<b>\$250,000.00</b>	<b>\$50,000.00</b>	<b>\$0.00</b>
<b>Alcohol</b>						
	AL-2008-02-01-11	Comm Serv Council - CRASHs Court	\$0.00	\$70,500.00	\$10,000.00	\$80,500.00
	AL-2008-02-02-05	District Attorney's Council	\$0.00	\$88,600.00	\$20,000.00	\$108,600.00
	AL-2008-02-03-08	Norman P D - DEC	\$0.00	\$60,000.00	\$0.00	\$60,000.00
	AL-2008-02-04-07	OK Assoc of Chief's of Police - SFST Training	\$0.00	\$69,667.00	\$10,000.00	\$79,667.00
	AL-2008-03-01-02	Shawnee P D	\$0.00	\$45,000.00	\$10,000.00	\$55,000.00
	AL-2008-04-01-00	PI&E - In-House Programs	\$0.00	\$40,000.00	\$15,000.00	\$0.00
	AL-2008-07-01-00	Program Area Management	\$0.00	\$165,000.00	\$25,000.00	\$0.00
	AL-2008-03-02-00	Brd of Test	\$0.00	\$0.00	\$4,000.00	\$0.00
<b>Alcohol Total</b>			<b>\$0.00</b>	<b>\$538,767.00</b>	<b>\$94,000.00</b>	<b>\$383,767.00</b>
<b>Motorcycle Safety</b>						
	MC-2008-07-01-00	Program Area Management	\$0.00	\$2,000.00	\$1,000.00	\$0.00
<b>Motorcycle Safety Total</b>			<b>\$0.00</b>	<b>\$2,000.00</b>	<b>\$1,000.00</b>	<b>\$0.00</b>
<b>Occupant Protection</b>						
	OP-2008-02-01-03	Chickasaw Nation	\$0.00	\$20,000.00	\$10,000.00	\$30,000.00
	OP-2008-02-02-07	OK State Dept of Health	\$0.00	\$85,000.00	\$0.00	\$85,000.00
	OP-2008-04-01-00	PI&E - In-House Programs	\$0.00	\$43,000.00	\$20,000.00	\$0.00
	OP-2008-05-01-00	Seat Belt & Child Restraint Surveys	\$0.00	\$51,000.00	\$0.00	\$0.00
	OP-2008-07-01-00	Program Area Management	\$0.00	\$140,000.00	\$31,000.00	\$0.00
<b>Occupant Protection Total</b>			<b>\$0.00</b>	<b>\$339,000.00</b>	<b>\$61,000.00</b>	<b>\$115,000.00</b>
<b>Police Traffic Services</b>						
	PT-2008-02-01-00	Professional Development for LE	\$0.00	\$23,000.00	\$0.00	\$20,700.00
	PT-2008-03-01-05	Altus P D	\$0.00	\$30,000.00	\$0.00	\$30,000.00
	PT-2008-03-02-04	Beaver County S O	\$0.00	\$13,000.00	\$12,000.00	\$25,000.00

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

State: Oklahoma

**Highway Safety Plan Cost Summary**

**2008-HSP-1**

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>NHTSA</b>						
<b>NHTSA 402</b>						
	PT-2008-03-03-05	Bethany P D	\$ .00	\$24,000.00	\$ .00	\$24,000.00
	PT-2008-03-04-07	Bixby P D	\$ .00	\$30,000.00	\$ .00	\$30,000.00
	PT-2008-03-05-08	Broken Arrow P D	\$ .00	\$59,500.00	\$ .00	\$59,500.00
	PT-2008-03-06-02	Cherokee County S O	\$ .00	\$25,000.00	\$ .00	\$25,000.00
	PT-2008-03-07-04	Choctaw P D	\$ .00	\$13,500.00	\$ .00	\$13,500.00
	PT-2008-03-08-01	Collinsville P D	\$ .00	\$12,000.00	\$ .00	\$12,000.00
	PT-2008-03-09-05	Durant P D	\$ .00	\$34,000.00	\$ .00	\$34,000.00
	PT-2008-03-10-10	Edmond P D	\$ .00	\$65,000.00	\$ .00	\$65,000.00
	PT-2008-03-11-05	El Reno P D	\$ .00	\$37,000.00	\$ .00	\$37,000.00
	PT-2008-03-12-04	Enid P D	\$ .00	\$38,000.00	\$ .00	\$38,000.00
	PT-2008-03-13-05	Guthrie P D	\$ .00	\$18,000.00	\$ .00	\$18,000.00
	PT-2008-03-14-02	Kay County S O	\$ .00	\$48,000.00	\$ .00	\$48,000.00
	PT-2008-03-15-05	Lawton P D	\$ .00	\$100,000.00	\$ .00	\$100,000.00
	PT-2008-03-16-05	Midwest City P D	\$ .00	\$58,000.00	\$ .00	\$58,000.00
	PT-2008-03-17-03	Moore P D	\$ .00	\$43,000.00	\$ .00	\$43,000.00
	PT-2008-03-18-05	Norman P D	\$ .00	\$114,000.00	\$ .00	\$114,000.00
	PT-2008-03-19-04	Oklahoma City P D	\$ .00	\$140,000.00	\$ .00	\$140,000.00
	PT-2008-03-20-05	Oklahoma County S O	\$ .00	\$150,000.00	\$50,000.00	\$200,000.00
	PT-2008-03-21-07	OHP	\$1,000,000.00	\$ .00	\$ .00	\$ .00
	PT-2008-03-22-03	Owasso P D	\$ .00	\$92,000.00	\$ .00	\$92,000.00
	PT-2008-03-23-01	Ponca City P D	\$ .00	\$50,000.00	\$ .00	\$50,000.00
	PT-2008-03-24-04	Purcell P D	\$ .00	\$20,000.00	\$ .00	\$20,000.00
	PT-2008-03-25-05	Sand Springs P D	\$ .00	\$21,300.00	\$ .00	\$21,300.00
	PT-2008-03-26-07	Sapulpa P D	\$ .00	\$65,000.00	\$ .00	\$65,000.00
	PT-2008-03-27-05	Stillwater P D	\$ .00	\$12,000.00	\$ .00	\$12,000.00
	PT-2008-03-28-06	Tahlequah P D	\$ .00	\$24,000.00	\$ .00	\$24,000.00
	PT-2008-03-29-07	Tulsa County S O	\$ .00	\$90,500.00	\$ .00	\$90,500.00
	PT-2008-03-30-12	Tulsa P D	\$ .00	\$105,000.00	\$ .00	\$105,000.00
	PT-2008-03-31-04	Village, The P D	\$ .00	\$10,000.00	\$ .00	\$10,000.00
	PT-2008-03-32-00	Mobilization Incentives	\$ .00	\$30,000.00	\$15,000.00	\$45,000.00

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

State: Oklahoma

Highway Safety Plan Cost Summary

2008-HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>NHTSA</b>						
<b>NHTSA 402</b>						
	PT-2008-04-01-00	PI&E - In-House Programs	\$ .00	\$45,000.00	\$20,000.00	\$ .00
	PT-2008-04-02-04	OK University - Conf Planning	\$ .00	\$82,000.00	\$ .00	\$45,000.00
	PT-2008-05-01-02	OK.Gov Website	\$ .00	\$20,000.00	\$ .00	\$10,000.00
	PT-2008-07-01-00	Program Area Management	\$ .00	\$309,667.00	\$79,000.00	\$ .00
<b>Police Traffic Services</b>						
<b>Total</b>			<b>\$1,000,000.00</b>	<b>\$2,051,467.00</b>	<b>\$176,000.00</b>	<b>\$1,724,500.00</b>
<b>Traffic Records</b>						
	TR-2008-05-01-00	Oklahoma Press - Print Evaluation	\$ .00	\$1,260.00	\$ .00	\$ .00
	TR-2008-07-01-00	Program Area Management	\$ .00	\$70,000.00	\$20,000.00	\$ .00
<b>Traffic Records Total</b>			<b>\$ .00</b>	<b>\$71,260.00</b>	<b>\$20,000.00</b>	<b>\$ .00</b>
<b>Paid Advertising</b>						
	PM-2008-02-01-02	Advertisement - Media	\$ .00	\$30,000.00	\$ .00	\$20,000.00
	PM-2008-04-02-00	Sports Marketing	\$ .00	\$216,500.00	\$ .00	\$ .00
<b>Paid Advertising Total</b>			<b>\$ .00</b>	<b>\$246,500.00</b>	<b>\$ .00</b>	<b>\$20,000.00</b>
<b>NHTSA 402 Total</b>			<b>\$1,310,000.00</b>	<b>\$3,498,994.00</b>	<b>\$402,000.00</b>	<b>\$2,233,267.00</b>
<b>NHTSA 406</b>						
	K4-2008-04-01-00	PI&E - In-House Programs	\$ .00	\$ .00	\$245,621.00	\$ .00
<b>406 Safety Belts Incentive Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$245,621.00</b>	<b>\$ .00</b>
<b>406 Safety Belts Paid Media</b>						
	K4PM-2008-02-01-02	Advertisement - Media	\$ .00	\$ .00	\$800,000.00	\$ .00
	K4PM-2008-04-02-00	Learfield Sports - OU	\$ .00	\$ .00	\$170,000.00	\$ .00
<b>406 Safety Belts Paid Media Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$970,000.00</b>	<b>\$ .00</b>
<b>406 Occupant Protection</b>						
	K4OP-2008-02-01-09	EMSA	\$ .00	\$ .00	\$90,000.00	\$ .00
	K4OP-2008-02-02-08	Latino Comm Development Agency	\$ .00	\$ .00	\$69,300.00	\$ .00
	K4OP-2008-02-03-08	Tulsa SafeKids	\$ .00	\$ .00	\$42,000.00	\$ .00
	K4OP-2008-02-04-10	OK SafeKids Coalition	\$ .00	\$ .00	\$66,000.00	\$ .00
<b>406 Occupant Protection Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$267,300.00</b>	<b>\$ .00</b>
<b>406 Police Traffic Services</b>						

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

State: Oklahoma

Highway Safety Plan Cost Summary

2008-HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>NHTSA</b>						
<b>NHTSA 402</b>						
	K4PT-2008-03-01-02	OHP	\$ .00	\$ .00	\$300,000.00	\$ .00
	K4PT-2008-03-02-05	OSU P D	\$ .00	\$ .00	\$66,500.00	\$ .00
	<b>406 Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$366,500.00</b>	<b>\$ .00</b>
<b>406 Railroad/Highway Crossings</b>						
	K4RH-2008-02-01-04	Oklahoma Operation Lifesaver	\$ .00	\$ .00	\$10,440.00	\$ .00
	<b>406 Railroad/Highway Crossings Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$10,440.00</b>	<b>\$ .00</b>
<b>NHTSA 406 Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$1,859,861.00</b>	<b>\$ .00</b>
<b>408 Data Program SAFETEA-LU</b>						
	K9-2008-02-01-02	OK State Dept of Health - NEMSIS	\$ .00	\$ .00	\$250,000.00	\$ .00
	K9-2008-04-01-00	PI&E - In-House Programs	\$227,271.60	\$ .00	\$ .00	\$ .00
	K9-2008-06-01-01	OK Dept of Health - State Data Linkage P	\$ .00	\$ .00	\$90,000.00	\$ .00
	K9-2008-06-02-05	OU - Crash Reporting	\$ .00	\$ .00	\$53,171.00	\$ .00
	K9-2008-06-03-02	TraCS Support Fees - Iowa	\$ .00	\$ .00	\$25,000.00	\$ .00
	K9-2008-06-05-01	BIS - Collision Data Import Project	\$ .00	\$ .00	\$74,000.00	\$ .00
	K9-2008-06-06-01	DPS TraCS/Traffic Records Support	\$ .00	\$ .00	\$100,000.00	\$ .00
	K9-2008-06-07-02	OU Software Development & Integration	\$ .00	\$ .00	\$150,000.00	\$ .00
	K9-2008-06-08-01	E-Data Assistance Project	\$ .00	\$ .00	\$150,000.00	\$ .00
	K9-2008-06-09-00	DPS – TraCS Servers	\$ .00	\$ .00	\$16,915.41	\$ .00
	<b>408 Data Program Incentive Total</b>		<b>\$227,271.60</b>	<b>\$ .00</b>	<b>\$909,086.41</b>	<b>\$ .00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$227,271.60</b>	<b>\$ .00</b>	<b>\$909,086.41</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU</b>						
	K8-2008-02-02-01	Comm Services Council - Judicial Educ	\$ .00	\$ .00	\$107,000.00	\$ .00
	K8-2008-03-01-02	Brd of Tests - Intoxilizer Purchase	\$ .00	\$ .00	\$300,000.00	\$ .00
	K8-2008-03-02-01	Lawton P D	\$ .00	\$ .00	\$38,000.00	\$ .00
	K8-2008-03-03-01	Oklahoma City P D	\$ .00	\$ .00	\$100,000.00	\$ .00
	K8-2008-03-04-01	Oklahoma County S O	\$ .00	\$ .00	\$50,000.00	\$ .00
	K8-2008-03-05-02	OHP	\$ .00	\$ .00	\$300,000.00	\$ .00
	K8-2008-03-06-01	Tulsa County S O	\$ .00	\$ .00	\$50,000.00	\$ .00
	K8-2008-04-01-00	DUI Court Training/Travel	\$ .00	\$ .00	\$30,000.00	\$ .00

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

State: Oklahoma

Highway Safety Plan Cost Summary

2008-HSP-1

Program Area	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>NHTSA</b>						
<b>NHTSA 402</b>						
	K8-2008-06-01-02	TX Municipal Police - LEADERS Tech Support	\$ .00	\$ .00	\$38,000.00	\$ .00
	K8-2008-07-01-00	Program Area Management	\$475,000.00	\$ .00	\$167,000.00	\$ .00
	K8-2008-03-07-01	Tulsa P D	\$ .00	\$ .00	\$50,000.00	\$ .00
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$475,000.00</b>	<b>\$ .00</b>	<b>\$1,230,000.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU Paid Media</b>						
	K8PM-2008-02-01-02	Advertisement - Media	\$ .00	\$ .00	\$670,000.00	\$ .00
	<b>410 Alcohol SAFETEA-LU Paid Media Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$670,000.00</b>	<b>\$ .00</b>
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$475,000.00</b>	<b>\$ .00</b>	<b>\$1,900,000.00</b>	<b>\$ .00</b>
<b>2010 Motorcycle Safety</b>						
	K6-2008-02-01-02	Advertisement - Media	\$ .00	\$ .00	\$61,000.00	\$ .00
	K6-2008-03-01-02	OHP	\$ .00	\$ .00	\$29,000.00	\$ .00
	K6-2008-04-01-00	PI&E - In-House Programs	\$ .00	\$ .00	\$1,500.00	\$ .00
	<b>2010 Motorcycle Safety Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$91,500.00</b>	<b>\$ .00</b>
	<b>2010 Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$91,500.00</b>	<b>\$ .00</b>
	<b>NHTSA Total</b>		<b>\$2,012,271.60</b>	<b>\$3,498,994.00</b>	<b>\$5,162,447.41</b>	<b>\$2,233,267.00</b>
	<b>Total</b>		<b>\$2,012,271.60</b>	<b>\$3,498,994.00</b>	<b>\$5,162,447.41</b>	<b>\$2,233,267.00</b>

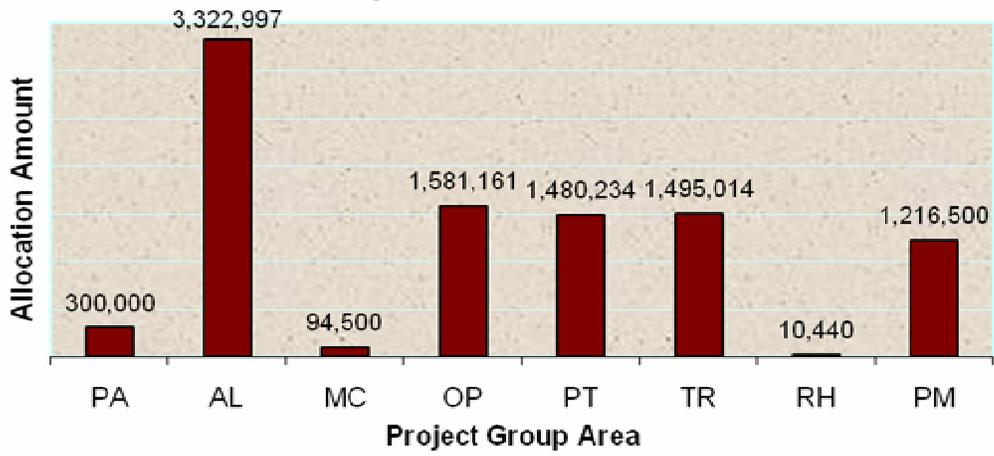
**Highway Safety Plan 2008****Equipment List 2008**

<u>Agency Name</u>	<u>Contract Number</u>	<u>Item</u>	<u>Amount</u>
Tulsa Community Service Council	AL-08-02-01-11	2 Comp /TV / DVD	\$6,500
Altus PD	PT-08-03-01-05	Camera Bag	\$360.00
Board Of Chemical Tests	K8-08-03-01-02	35 Intoxilizers	\$300,000
	AL-08-03-02-00	1 Computer	\$4,000
Bethany PD	PT-08-03-03-05	3 In-Car Radars	\$8,000
		2 MC Radars	
Bixby PD	PT-08-03-04-07	19 Radar Cable Assy	\$5,225
Broken Arrow PD	PT-08-03-05-08	Collision Data Rec	\$3,000
DPS Trac's Server	K9-08-06-09-01	Computer Servers	\$16,915.41
Durant PD	PT-08-03-09-05	2 Radars	\$5,000
Edmond PD	PT-08-03-10-10	5 Radars	\$7,000
El Reno PD	PT-08-03-11-05	2 In-Car Radars	\$10,000
		2 In-Car Video Systems	
Enid PD	PT-08-03-12-04	3 Radars	\$2,000
Kay Co SO	PT-08-03-14-02	5 In Car Video	\$24,000
Lawton PD	PT-08-03-15-04	4 Radars	\$6,000
Moore PD	PT-08-03-17-03	5 Radar	\$10,000
OACP (SFST Training)	AL-08-02-04-07	8 SD5 Training Dev	\$3,000
Okla Co SO	PT-08-03-20-05	8 In-Car Video Syst	\$48,000
Owasso PD	PT-08-03-22-03	5 In-Car Video Syst	\$50,000
Ponca City PD	PT-08-03-23-01	2 Motorcycles	\$50,000
Safe Kids Oklahoma	K4OP-08-02-04-10	1 Laptop	\$1,500
Sand Springs PD	PT-08-03-25-05	1 Speed Trailer	\$6,300
Sapulpa PD	PT-08-03-26-07	8 Radar	\$12,000
Tulsa PD	PT-08-03-30-12	2 Collision Data Rec	\$5,000

**OKLAHOMA HIGHWAY SAFETY OFFICE**  
**FY 2008 Oklahoma Highway Safety Plan Information**  
**Program Allocation Estimates**

Project Number	Approved Amount	Obligated vs. Total Budget
<b>PA</b>	<b>300,000.00</b>	<b>3.16%</b>
AL	632,767.00	6.66%
AL from PT (20%)	445,493.40	4.69%
410 Funds	1,900,000.00	20.00%
OJJDP	344,736.68	3.63%
<b>Alcohol Related Projects</b>	<b>3,322,997.08</b>	<b>34.98%</b>
MC	3,000.00	0.03%
2010 FUNDS	91,500.00	0.96%
<b>Motorcycle Safety Related Projects</b>	<b>94,500.00</b>	<b>.99%</b>
OP	400,000.00	4.21%
OP from PT ( 30%)	668,240.10	7.03%
406 FUNDS	512,921.00	5.40%
<b>Occu. Protection Related Projects</b>	<b>1,581,161.10</b>	<b>16.64%</b>
<b>PT</b>	<b>1,113,733.50</b>	<b>11.72%</b>
406 FUNDS	366,500.00	3.86%
<b>Police Traffice Services Related Projects</b>	<b>1,480,233.50</b>	<b>15.58%</b>
TR	91,260.00	0.96%
408 FUNDS	909,086.41	9.57%
FARS	78,970.00	0.83%
Codes Network	65,147.41	0.69%
CVARS Grant	350,550.00	3.69%
<b>Traffic Records Related Projects</b>	<b>1,495,013.82</b>	<b>15.74%</b>
RH	0.00	0.00%
406 Funds	10,440.00	0.11%
<b>Railroad/Highway Crossings Related Projects</b>	<b>10,440.00</b>	<b>0.11%</b>
PM	246,500.00	2.59%
406 FUNDS	970,000.00	10.21%
<b>Paid Advertising Related Projects</b>	<b>1,216,500.00</b>	<b>12.80%</b>
<b>TOTAL OF ALL FUNDS</b>	<b>\$9,500,845.50</b>	<b>100.00%</b>

FY 2008 Oklahoma Highway Safety Office  
Program Allocation Estimates



## HIGHWAY SAFETY PLAN DISTRIBUTION

Governor	1
Commissioner, Department of Public Safety	1
OHSO	
Governor's Representative	1
Director	1
Chief, Plans and Programs	1
Chief, Resources	1
Chief, Data	1
Program Managers	5
Data Analyst	1
FARS Analyst	1
Accountant	1
Accounting Technician	1
Chief, Administration	1
Administrative Specialist	1
Library	1
Stock	20
NHTSA, South Central Region	3
FHWA	1
FMCSA	1
State Library	1