

STATE OF OKLAHOMA

FY 2006 PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN



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EQUIPMENT LIST

OU Police Department

Video Camera
Radar

Norman Police Department DRE Program

Laptop Computer

Bethany Police Department

4 Radars

Bixby Police Department

2 Hand-held Radars

Choctaw Police Department

2 Radars

El Reno Police Department

Motorcycle Radio with Helmet and Communications Package
Radar

Guthrie Police Department

3 In-car Video Systems

Lawton Police Department

2 Radars

Midwest City Police Department

6 Radars

Moore Police Department

7 In-car video systems

Oklahoma City Police Department

3 Radars

2 In-car video systems

Oklahoma County Sheriff

6 In-car video systems

Owasso Police Department

9 Radars

7 sets rechargeable road flares

Sapulpa Police Department

4 Radars

Tahlequah Police Department

4 Hand-held radars

Tulsa County Sheriff

5 Radars

Tulsa Police Department

2 Sets Accident Investigation & Reconstruction Equipment (laser radar/rangefinder, Mapstar Angle Encoder, Impulse Quickmap Software, Crashzone viewer)
Collision Data Retriever

Tulsa Safe Kids

Fax Machine

Oklahoma Highway Safety Office

13 Computers

13 Monitors

13 Printers

Postage Machine

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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.

HIGHWAY SAFETY PLAN/PERFORMANCE PLAN PROGRAM PLANNING CALENDAR

January: Host annual statewide workshop to discuss issues and future priorities with partners.

February: Local government applications received by OHSO

March: Administrative preparation begins

April: Complete Problem ID. Set performance goals

May: Central Purchasing Applications received. Convene program sessions to create specific plans and projects within each program area.

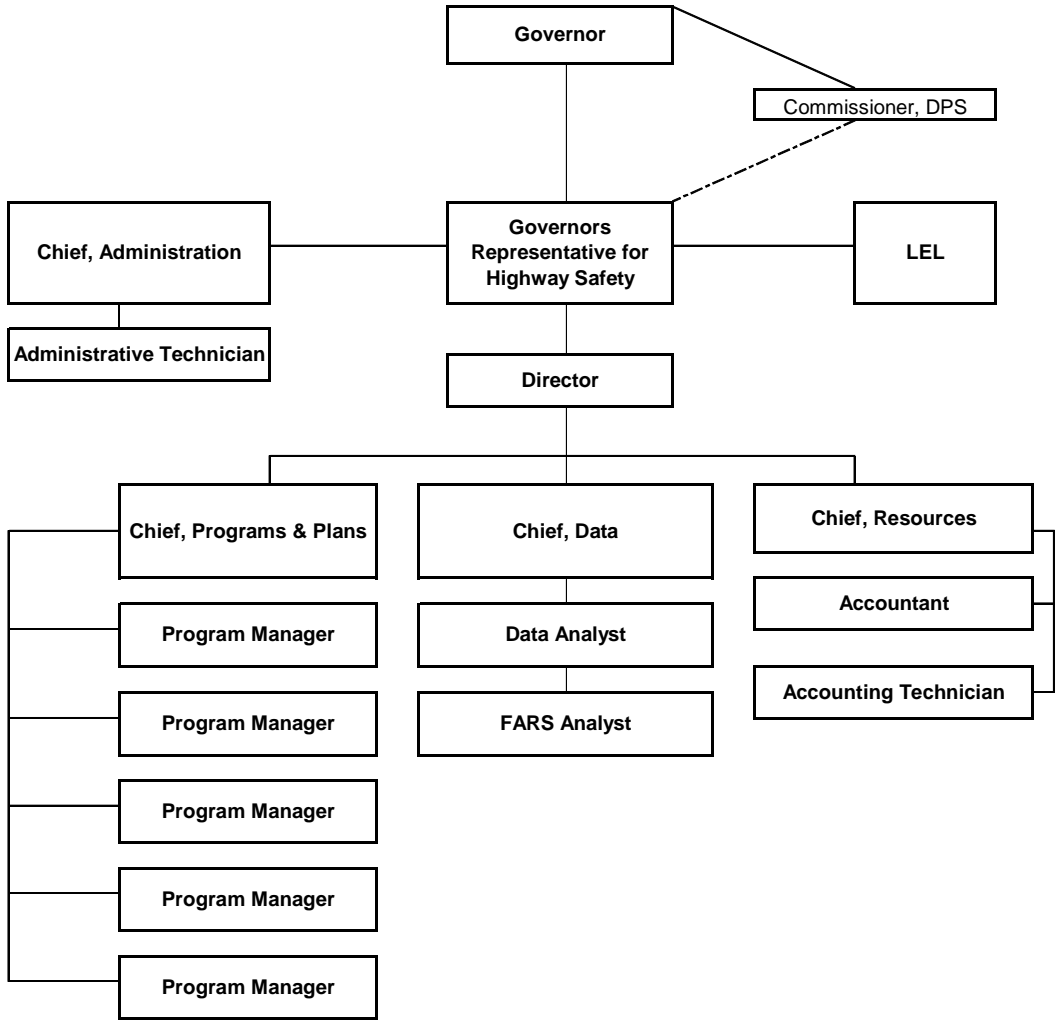
June-July: Draft Highway Safety Plan/Performance Plan

August: Highway Safety Plan/Performance Plan submitted

October: Implement Grants and Contracts

November: Draft Annual Report

December: **Submit Annual Report**



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 2006, which begins October 1, 2005 finds Oklahoma positioned well to improve an already promising picture.

Congress just passed a new multi-year authorization, which should stabilize highway planning efforts to a great extent.

Oklahoma's belt usage continued to climb in 2005:

Belt Restraint: 83.1% (Up 2.8 percentage points from 80.3% in 2004)

Oklahoma's fatality rate declined significantly in 2003, rose in 2004, but has fallen significantly for the first seven months of 2005.

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 and many new faces were seen in the 2005 session. There are signs the Legislature may be positive toward highway safety legislation, in that child passenger safety (CPS) law was amended in 2005 increasing the CPS fine and court costs, and earmarks fine money into the Oklahoma Highway Safety Office for Child Passenger Safety projects. Additionally, Oklahoma's graduated drivers license law was strengthened during the 2005 session.

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, 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

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. This has allowed a significant reduction in the backlog of data entry of crash reports and citations.

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.

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.

Safety Belt Surveys

Each summer the University of Oklahoma conducts a safety belt and a child restraint 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 vehicles 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 18th in size with a land area of 69,919 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-thirds 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 valleys. Along the Red River in the southeastern part of the State is the West Gulf Coastal Plain.¹

Oklahoma's roadway system of 112,634 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 12,856 miles of local city streets.² I-35 and I-40 (two major thoroughfares of America) run from the northern to southern border and from the eastern to western border, respectively. These two interstate systems converge in centrally located Oklahoma City, dividing the State into four quadrants.

The 2000 Census shows Oklahoma ranked 27th 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.

¹ Oklahoma Department of Commerce. <http://www.odoc.state.ok.us/osdc.htm>.

² *Oklahoma Total Road Mileage: Mileage as of December 31, 2000*. Oklahoma Department of Transportation, Planning Division, GIS Management Branch, Road Inventory Section. 2001.

The Hispanic or Latino Origin population more than doubled from 86,160 in 1990 to 179,304 in 2000.

There were 3,475,906 registered vehicles with 76% (2,651,048) registered automobiles. Motorcycle registrations increased 26% from 56,921 registrations in 2000 to 71,950 registrations in 2003. There were 2,366,011 licensed drivers in Oklahoma in 2003.³

There are approximately 150 hospitals in Oklahoma with 104 hospitals licensed in the category of trauma and emergency operative services.⁴ In addition to the Oklahoma Highway Patrol, there are 338 police departments, 77 sheriff offices, and 36 campus police departments.⁵ The State of Oklahoma ranks as the largest employer in Oklahoma, followed by Tinker Air Force Base and Wal-Mart/Sam's Club. Wal-Mart/Sam's Club ranks as the Fortune 500 player with the largest Oklahoma presence, followed by Exxon and General Motors.⁶

³ *Oklahoma Crash Facts*. 2003. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

⁴ State of Oklahoma Health Department.

⁵ Oklahoma Association of Chiefs of Police.

⁶ Oklahoma Department of Commerce. *Major Oklahoma Employers*. March 2005.
http://staging.okcommerce.gov/test1/dmdocuments/05Major_Employers.pdf. June 7, 2005.

Crash Data and Trends
Baseline Data 1994-1998
Progress Report Data 1999-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Fatalities (Actual)	695	674	775	846	769	747	662	682	739	671
Fatality Rate (100M VMT)	2.2	2.1	2.3	2.6	1.9	1.8	1.6	1.6	1.6	1.5
Injuries (Actual)	48,098	51,461	53,264	58,083	50,249	48,478	47,115	45,275	45,386	42,678
Fatality & Serious Injury Rate (100M VMT)	65.0	69.0	70.2	71.0	54.9	53.3	49.1	46.2	45.3	43.2
Fatality Rate (100K Pop.)	21.3	20.6	23.5	25.5	23.0	21.6	19.2	19.7	21.2	19.1
Fatality & Serious Injury Rate (100K Pop.)	631.3	375.2	720.2	704.4	657.4	632.7	602.2	570.2	581.5	551.2
Alcohol/Drug-Related Fatalities	204	165	162	200	172	145	150	179	165	169
Proportion of Alcohol/Drug-Related Fatalities	29.4%	24.5%	20.9%	23.6%	22.4%	19.4%	22.7%	26.2%	22.3%	25.2%
Alcohol/Drug-Related Fatality Rate (100M VMT)	.64	.51	.48	.61	.43	.35	.35	.42	.37	.38
Motorcycle Fatalities	31	38	27	30	25	31	26	35	39	43
Unsafe Speed Fatalities	216	169	238	228	220	179	186	205	181	177
Driver Error Fatalities	291	299	325	353	318	333	261	271	328	280
Pedestrian Fatalities	55	53	63	70	49	62	44	49	53	39
Bicycle Fatalities	6	3	5	5	4	9	5	2	6	3
Train Fatalities	16	15	18	26	10	12	12	6	17	9

Proportion of Population Using Safety Belts

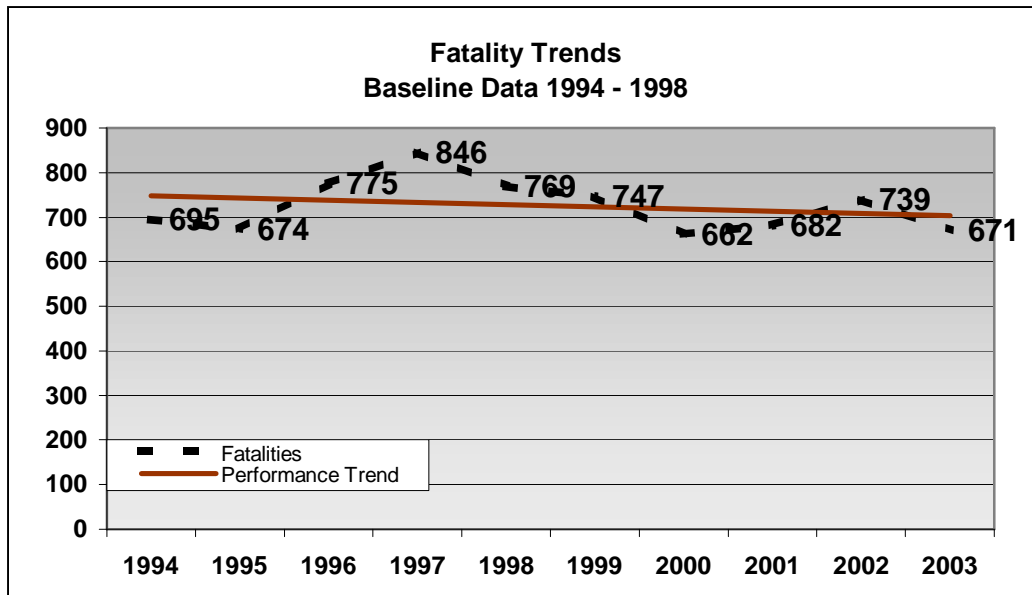
1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
45.0%	46.4%	47.5%	47.4%	56.0%	60.7%	67.5%	67.9%	70.1%	76.7%	80.3%	83.1%

Child Restraint Use

1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
42.4%	45.6%	53.0%	51.8%	54.4%	62.5%	71.7%	66.0%	77.4%	75.7%	80.6%	82.7%

Oklahoma Problem Identification

Fatalities



In 2003, there were 671 fatalities. This is 3.9% less than 1994 and a 9.2% decrease from 2002. The 10-year period averaged 727 fatalities per year. 2003 is 7.7% below the 10-year average. In 2003, the three counties with the highest number of fatalities were Oklahoma (78 fatalities), Tulsa (59 fatalities), and Pottawatomie (25 fatalities).

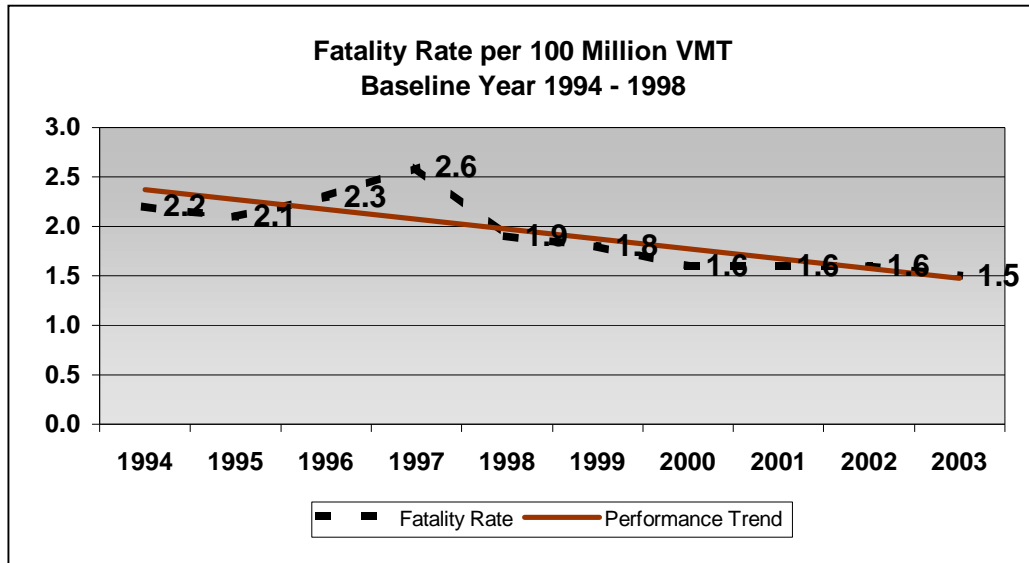
The actual number of fatalities trended downward slightly from 1999 through 2003, which is a slight decline from the baseline years 1994 through 1998. The average number of fatalities for the baseline years was 752 per year. The average number of fatalities for 1999 through 2003 was 700 per year. The number of fatalities decreased 9.2% from 739 in 2002 to 671 in 2003.

In 1995, Congress repealed the National Maximum Speed Limit (NMSL) of 55 MPH. Once this occurred, fatalities began rising to a high of 846 in 1997. The Oklahoma Legislature passed a primary seat belt law later that year and fatalities began a downward trend.

- 27.6% (156 of 595) of fatal crashes were caused by Unsafe Speed
- 11.4% (68 of 595) of fatal crashes were caused by Failure To Yield.
- 5.8% (94 of 595) of fatal crashes were caused by Other Improper Act/Movement.
- 22.9% (136 of 595) of fatal crashes occurred on rural state highways.
- 51.1% (304 of 595) of fatal crashes occurred in daylight.
- 71.8% (427 of 595) of fatal crashes occurred in localities described as not built-up.
- 50.6% (301 of 595) of fatal crashes occurred in weather with clouds present.
- 50.5% (301 of 595) of fatal crashes involved one vehicle.

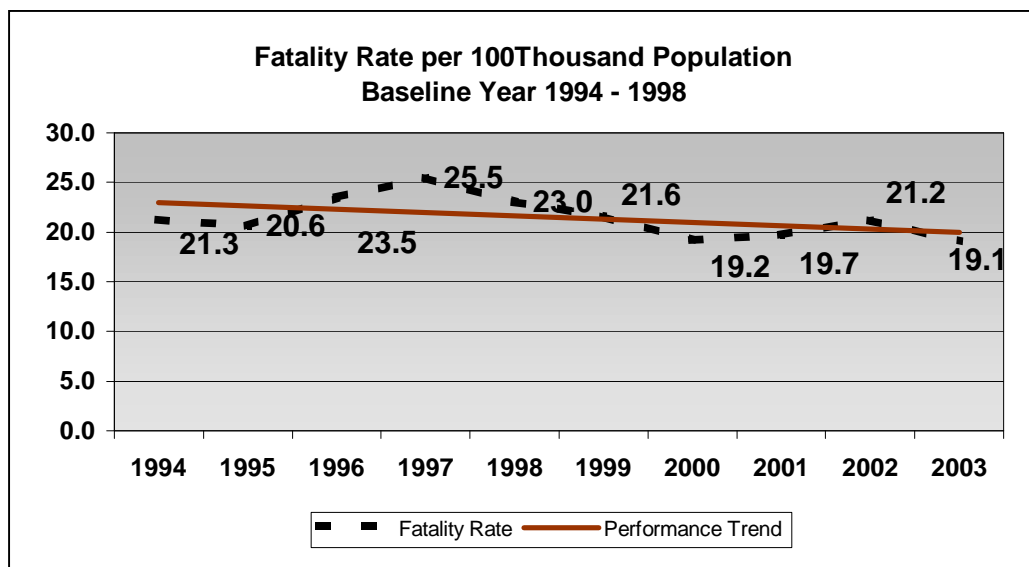
Oklahoma Problem Identification

Fatality Rate per 100 VMT



The fatality rate in 2003 is 1.5 per 100 million VMT. The fatality rates for 1999 through 2003 are considerably lower than the fatality rates for the baseline years 1994-1998. Of the 77 counties in Oklahoma, 47 were above the statewide fatality rate of 1.5 per 100 Million VMT. The three counties with the highest fatality rate per 100 Million VMT were Pushmataha (8.7), Roger Mills (7.0), and Dewey (5.4).

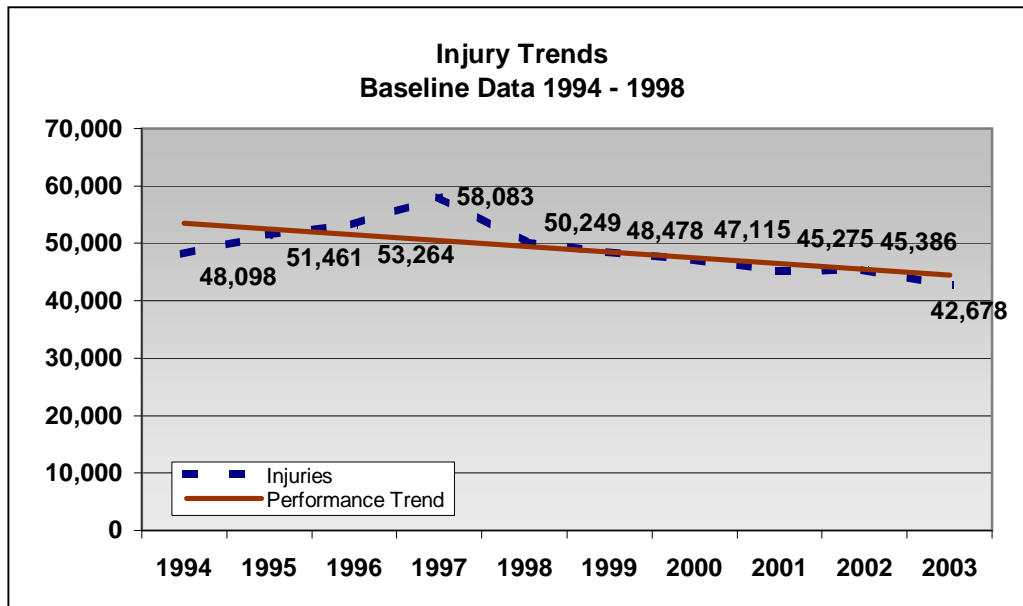
Fatality Rate per 100 Thousand Population



Comparison of the baseline years 1994-1998 shows that the fatality rate per 100 thousand population has trended downward from 1999-2003. The year 2003 had the lowest fatality rate per 100 thousand population during the 10-year period.

Oklahoma Problem Identification

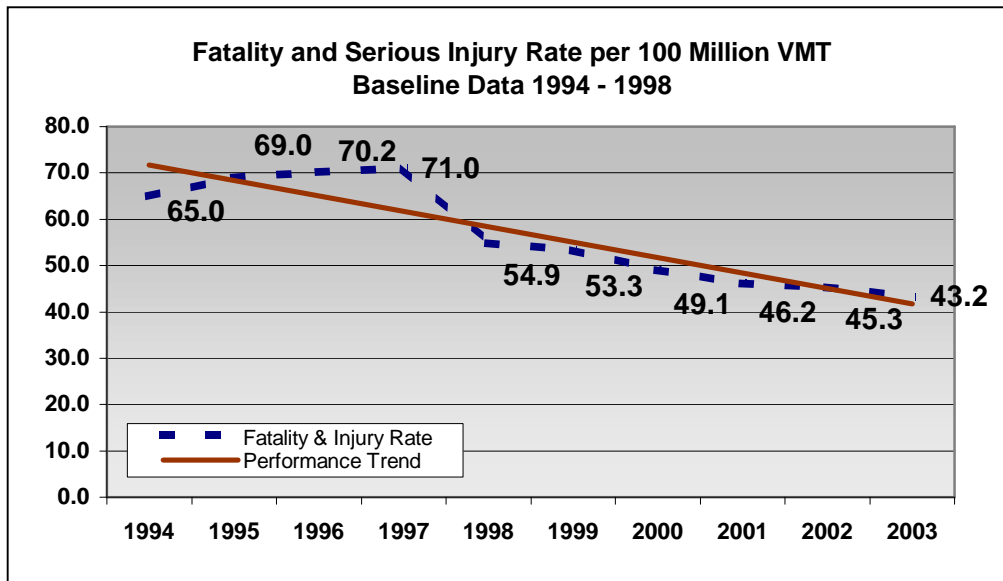
Injuries (Actual)



In 2003, there were 42,678 injuries. The number of injuries decreased 6.0% from 45,386 in 2002 to 42,678 in 2003. The injury rate in 2003 is 95.1 per 100 million VMT. The average number of injuries for the 10-year period is 49,009 per year. Comparing the 10-year average of 49,009 injuries to the 42,678 injuries in 2003 shows that 2003 is 12.9% below the 10-year average. The baseline years 1994-1998 averaged 52,231 injuries per year. The number of injuries in 2003 is 18.3% below the baseline average of 52,231 injuries.

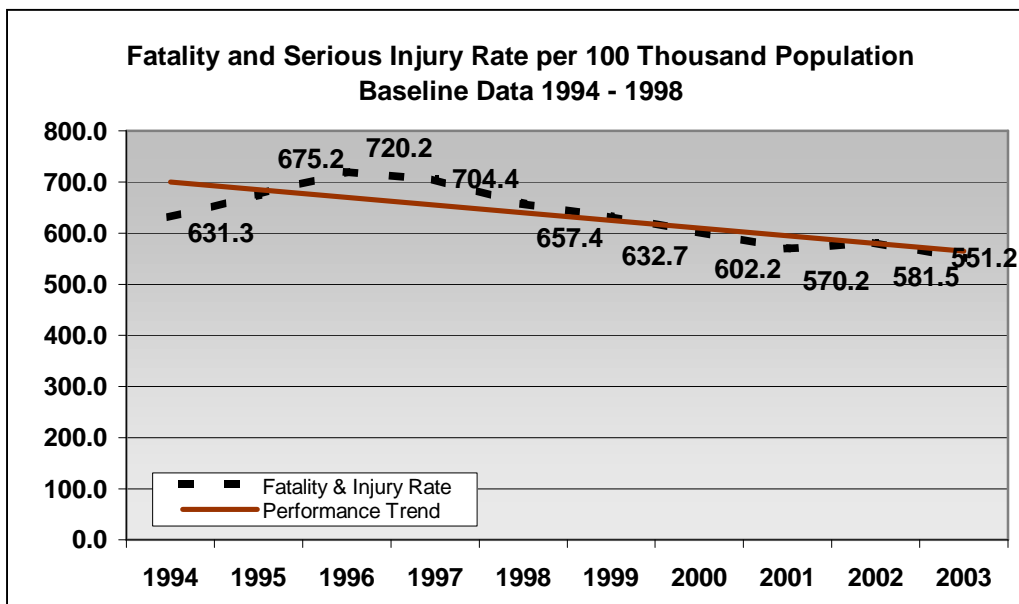
Oklahoma Problem Identification

Fatality and Serious Injury Rate per 100 Million VMT



The fatality and injury rate in 2003 is 43.2 per 100 million VMT, which is considerably lower than the fatality and injury rates during the baseline years 1994-1998. Fatality and injury rates have trended downward from 1999-2003, which is a decline from the baseline years 1994-1998.

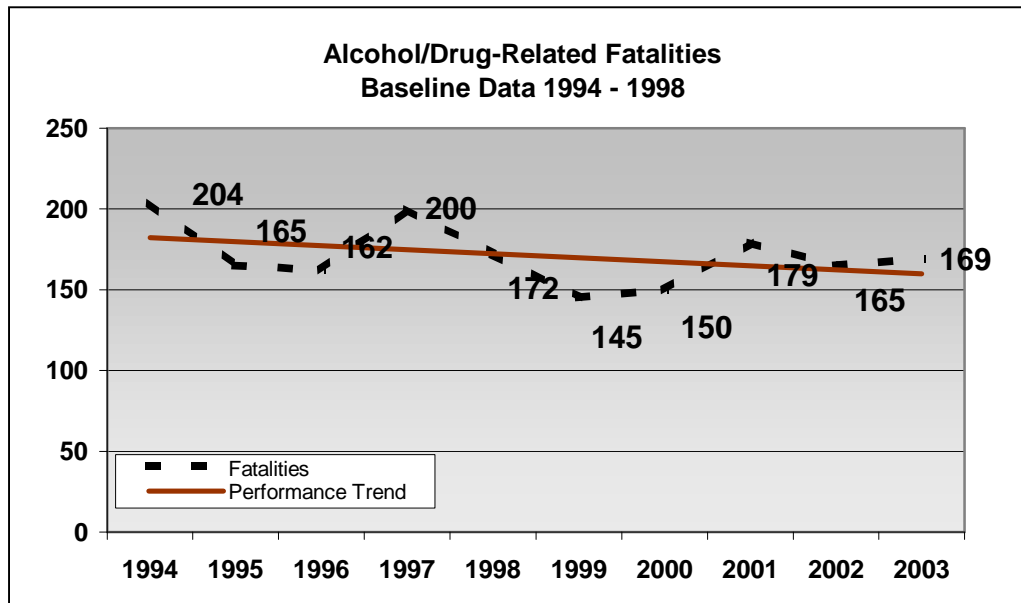
Fatality and Serious Injury Rate per 100 Thousand Population



The years 1999 through 2003 are below the number of fatalities and injuries for the baseline years 1994 through 1998. Fatality and injury rates have trended downward for the past 10-years.

Oklahoma Problem Identification

Alcohol/Drug-Related Fatalities



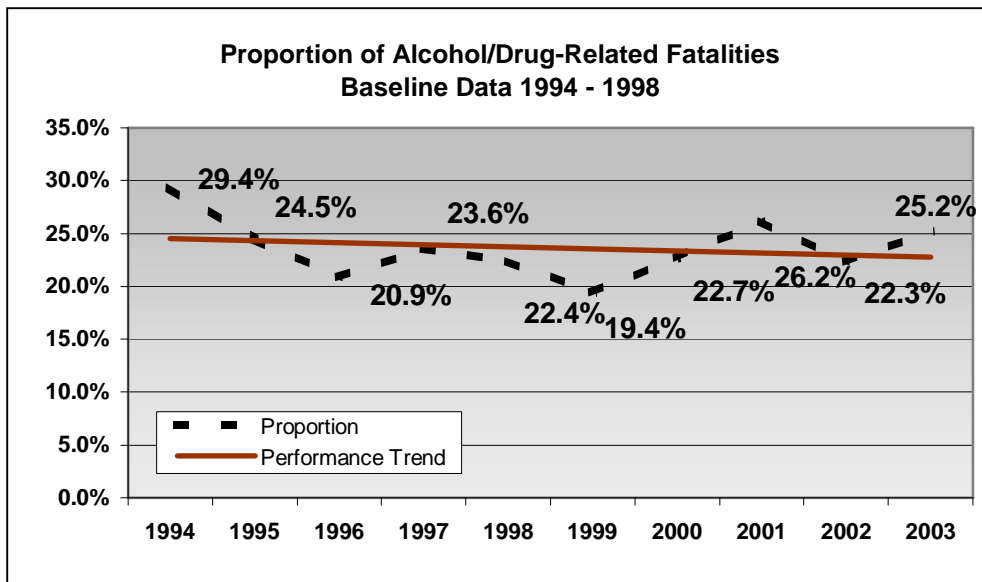
There were 169 fatalities in 2003 Alcohol/Drug-Related crashes. Fatalities increased 2.4% from 165 in 2002 to 169 in 2003. Fatalities in 2003 were 17.1% below the number of fatalities in 1994. While the actual number of fatalities that are Alcohol/Drug-Related has shown a downward trend, the fatality rate has shown a more substantial downward trend.

Oklahoma (27 fatalities), Tulsa (18 fatalities), and LeFlore (8 fatalities) counties had the highest incidence of fatalities in 2003 that were Alcohol/Drug-Related.

- 52.8% (2,795 of 5,297) of Alcohol/Drug-Related crashes were DUI/DWI.
- 43.7% (2,315 of 5,297) of Alcohol/Drug-Related crashes occurred on city streets.
- 53.1% (2,814 of 5,297) of Alcohol/Drug-Related crashes occurred in darkness.
- 37.9% (2,008 of 5,297) of Alcohol/Drug-Related crashes occurred in localities not built-up.
- 47.3% (2,505 of 5,297) of Alcohol/Drug-Related crashes occurred in clear weather.
- 51.2% (2,713 of 5,297) of Alcohol/Drug-Related crashes involved one vehicle.

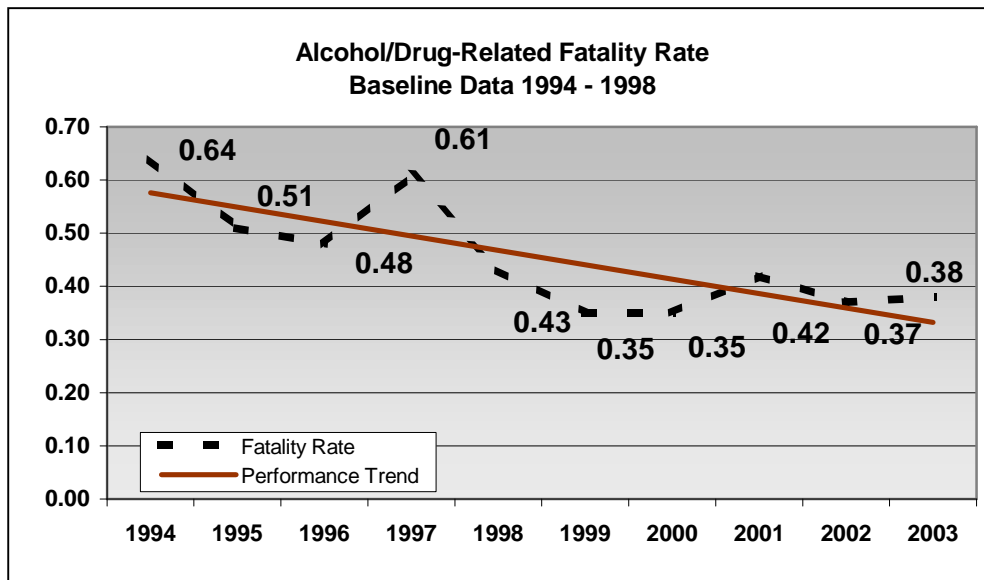
Oklahoma Problem Identification

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



Fatalities in Alcohol/Drug-Related crashes accounted for 25.5% of the total fatalities during the 10-year period. In 2003, Alcohol/Drug-Related fatalities accounted for 25.2% of the total fatalities. The proportion of Alcohol/Drug-Related fatalities for the years 1999-2003 is slightly below the proportion for the baseline years.

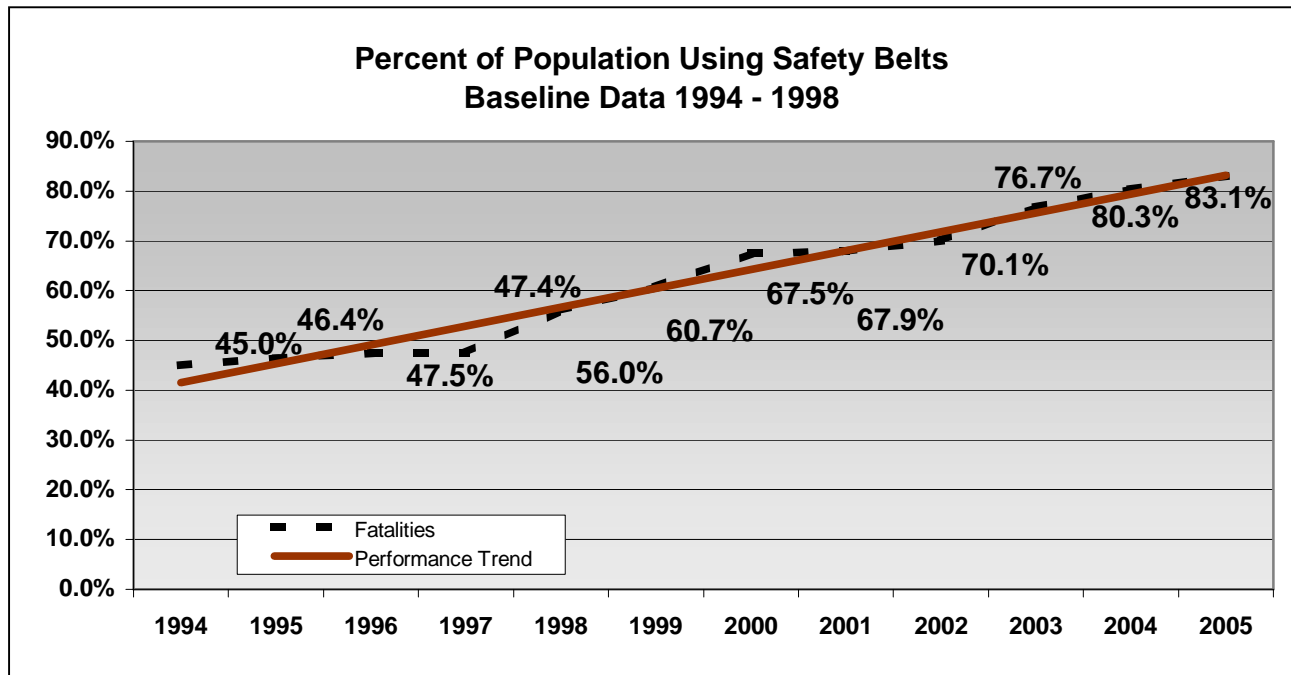
Alcohol/Drug-Related Fatality Rate per 100M VMT



Since 1994 the Alcohol/Drug-Related fatality rate generally declined. The years 1999-2003 are below the baseline years of 1994-1998. The three top counties above the statewide rate of .38 per 100 Million VMT are Blain (3.6), Dewey (3.3), and Rogers Mills (1.73).

Oklahoma Problem Identification

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”⁷.

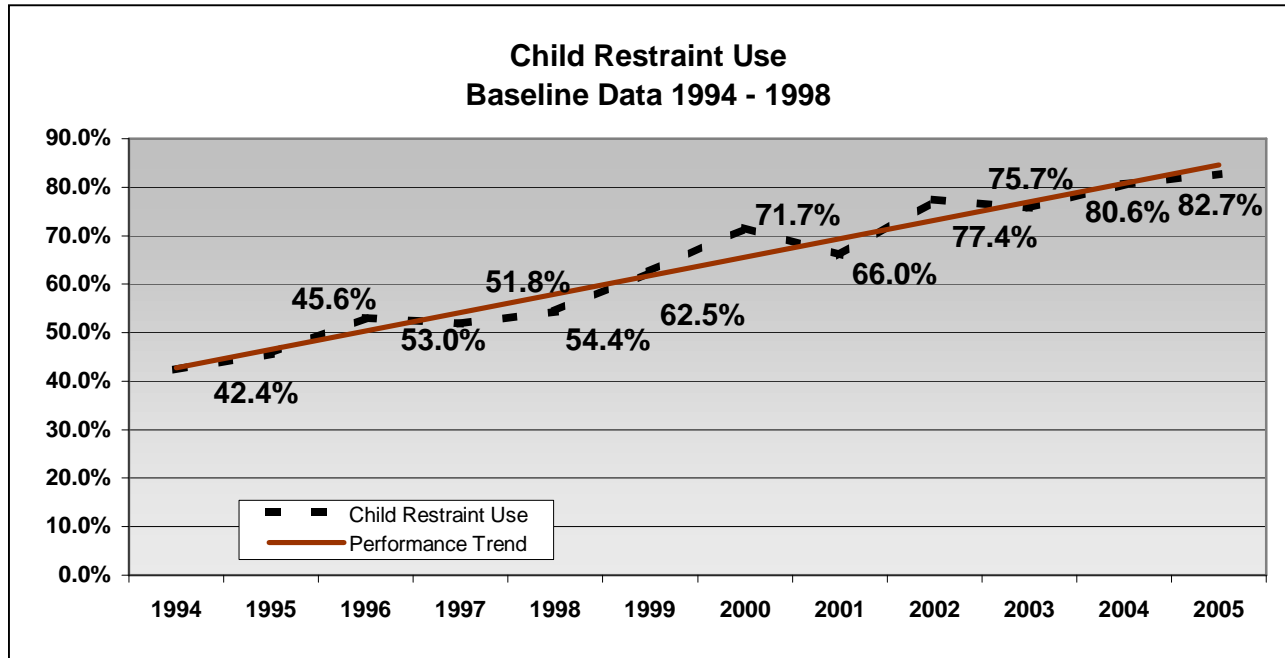
“A comparison of the summer 2004 and the summer 2005 survey results reveal that statewide safety belt use increased by a statistically significant 2.8 percentage points (from 80.3% to 83.1%). The usage rate for summer 2005 is the highest since the summer of 1998 when weighted data began to be used.”⁸

⁷ Thomas E. James, Ph.D. and Kathy Hall. Oklahoma Seat Belt Observation Study: Summer 2005. University of Oklahoma. Norman, Oklahoma, p. 1.

⁸ Ibid, p. iv.

Oklahoma Problem Identification

Child Restraint Use

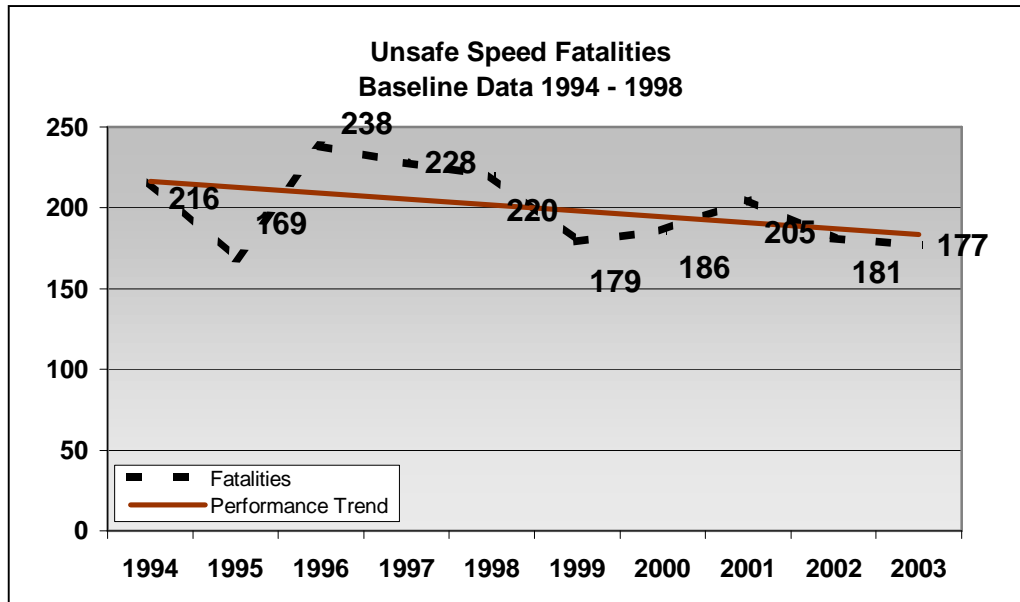


Overall, the combined percentage of children who were properly restrained increased from 71.7% in 2000 to 82.7% in 2005.⁹

⁹ Thomas E. James, Ph.D., Kathy Long, and Jennifer Bassett. Statewide Child Restraint Survey: 2005. University of Oklahoma. Norman, Oklahoma, p. ii.

Oklahoma Problem Identification

Unsafe Speed Fatalities



In 2003, Unsafe Speed caused 19.0% of the crashes. Of the Unsafe Speed crashes, 6.0% were Fatal. Some 64.8% of the total Unsafe Speed crashes occurred in rural areas. Unsafe Speed crashes were primarily caused by Exceeding the Legal Limit, followed by Rain or Wet Roadway. Fatalities in Unsafe Speed crashes have declined since 1994. Comparison of the baseline years 1994-1998 to the years 1999-2003 shows that the more recent years are below the baseline years in the number of fatalities.

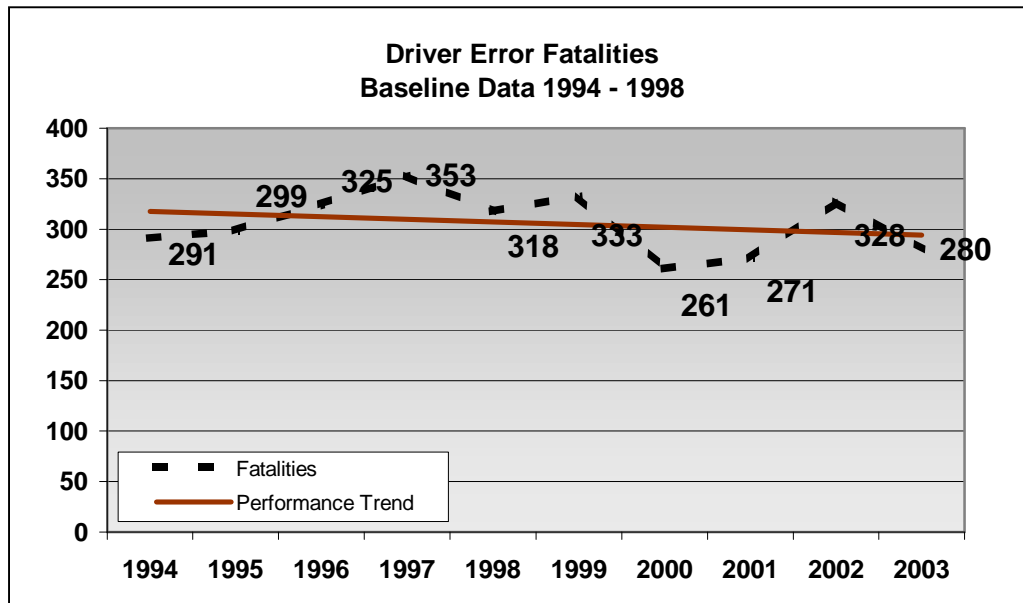
In 2003, there were 177 fatalities as a result of crashes caused by Unsafe Speed. In 2003, fatalities were 18.1% below 1994 and 2.2% below 2003.

Fatalities in Unsafe Speed crashes accounted for 26.4% of the total fatalities in 2003. In comparison, 27.5% of the total fatalities from 1994-2003 were a result of crashes caused by Unsafe Speed. The 10-year period averaged 200 fatalities per year and 2003 was 11.5% below this average.

- 27.9% (2,575 of 9,204) of Unsafe Speed crashes were caused by Unsafe Speed for Rain or Wet Roadway.
- 18.8% (1,727 of 9,204) of Unsafe Speed crashes were caused by Exceeding the Legal Limit.
- 14.0% (1,286 of 9,204) of Unsafe Speed crashes were caused by Unsafe Speed for Traffic Conditions.
- 61.9% (5,699 of 9,204) of all reported Unsafe Speed crashes occurred during daylight.
- 36.2% (3,330 of 9,204) of all reported Unsafe Speed crashes occurred in clear weather.
- 57.3% (5,277 of 9,204) of all reported Unsafe Speed crashes involved one vehicle.

Oklahoma Problem Identification

Driver Error Fatalities



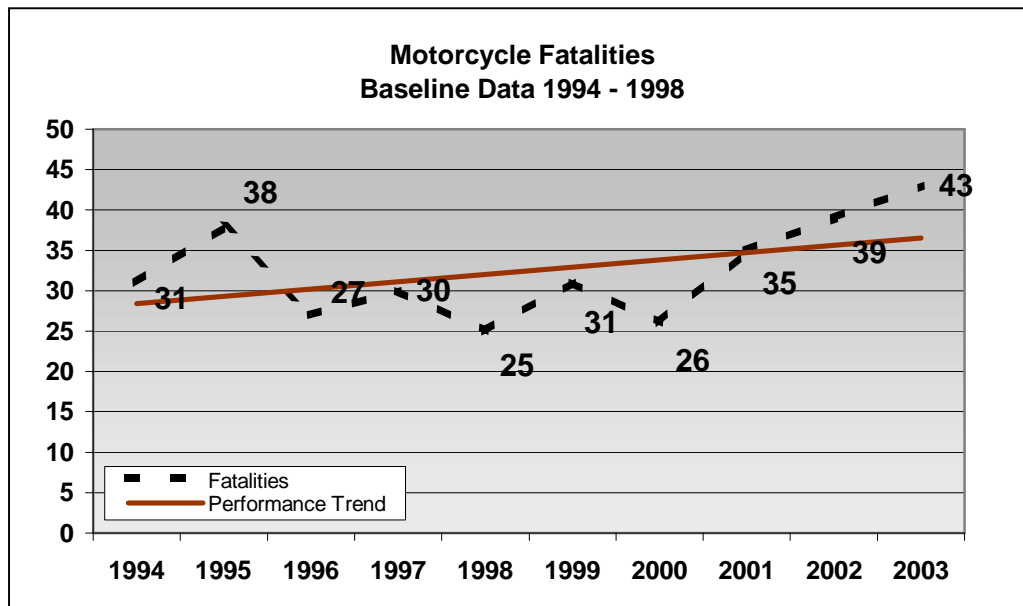
In 2003, there were 280 fatalities as a result of Driver Error crashes. This accounts for 41.7% of the total fatalities in 2003. Fatalities as a result of Driver Error crashes generally increased each year until they peaked at 353 in 1997. Since 1997, fatalities have fluctuated each year but have remained below the high of 353 in 1997. 2003 sustained 280 fatalities. 2003 is 3.9% below 1994 and 14.6% below 2002. The 10-year period averaged 306 fatalities per year. 2003 is 8.5% below this average.

There has been a downward trend during the past ten years. Comparison of the baseline years 1994-1998 to the more current years 1999-2003 shows that the more current years are continuing to trend downward.

Driver Error is defined as an aggregate group composed of KAB 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, and Wrong Way.

Oklahoma Problem Identification

Motorcycle Fatalities



Motorcycle fatalities increased 10.3% from 39 in 2002 to 43 in 2003. Unsafe Speed and Failure to Yield were the primary causes of motorcycle crashes. From 1994-2003 fatalities in Motorcycle KAB crashes ranged from a high of 43 in 2003 to a low of 25 in 1996 and 1998. During the 10-year period, fatalities averaged 32 per year. 2003 is 34.4% above this average.

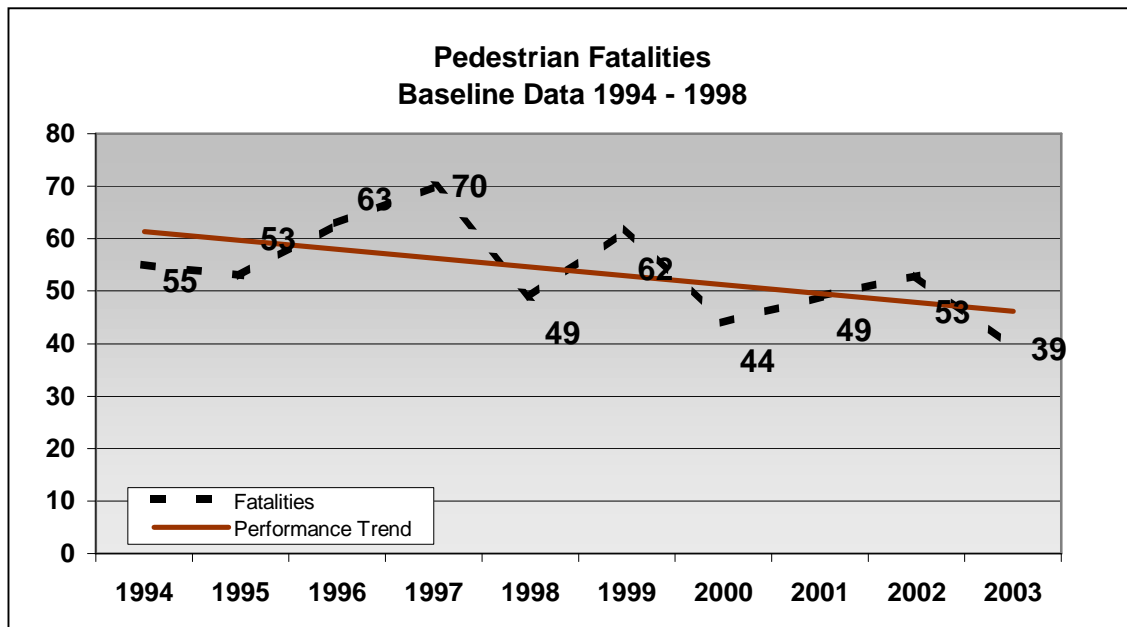
In 2003, Motorcycle fatalities accounted for 6.4% of the total fatalities. During the 10-year period Motorcycle fatalities accounted for 4.5% of the total fatalities.

There is an upward trend in motorcycle fatalities when 1999-2003 is compared to the baseline years 1994-1998.

- 3.5% (43 of 1,224) of the persons involved in motorcycle crashes were killed.
- 82.8% (982 of 1,224) of the persons involved in motorcycle crashes were injured.
- 17.1% (189 of 1,105) of the motorcyclists involved in crashes were under age 21-25.
- 10.6% (117 of 1,105) of the motorcyclists involved in crashes were age 16-20.
- 10.5% (116 of 1,105) of the motorcyclists involved in crashes were age 36-40.
- 76.7% (33 of 43) of the motorcycle fatalities were not wearing a helmet.
- 85.4% (1,045 of 1,224) of the motorcyclists involved in crashes were male.

Oklahoma Problem Identification

Pedestrian Fatalities

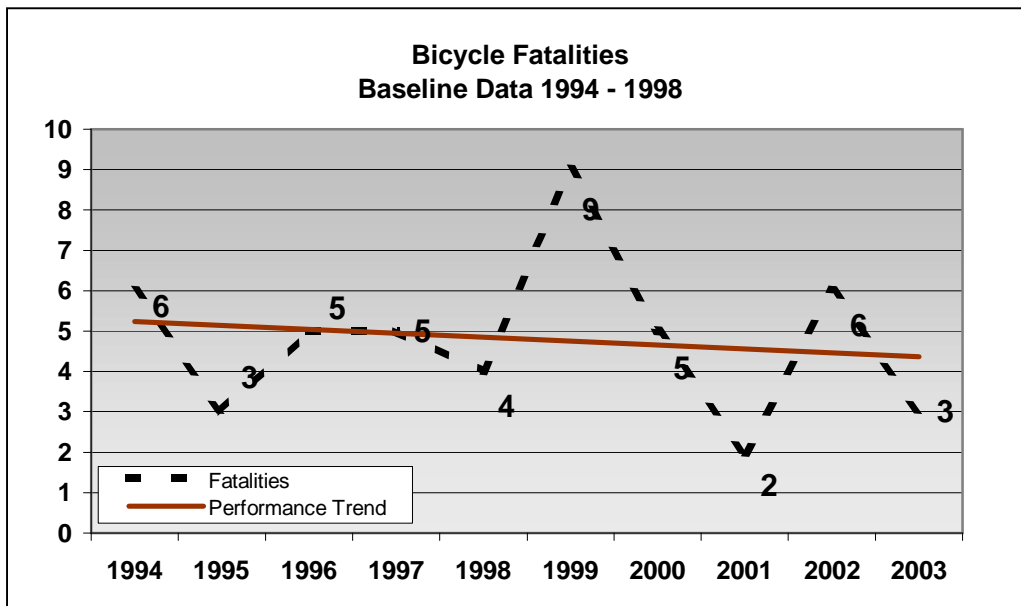


2003 Pedestrian fatalities are 29.1% below 1994 and 26.4% below 2002. The 10-year period averaged 54 fatalities per year. 2003 is 27.8% below this average.

- 6.5% (39 of 602) of the pedestrians involved in crashes were killed.
- 88.5% (533 of 602) of the pedestrians involved in crashes were injured.
- 72.4% (436 of 602) of the pedestrians involved in crashes were on city streets.
- 27.7% (167 of 602) of the pedestrians involved in crashes were under age 16.
- 11.8% (71 of 602) of the pedestrians involved in crashes were age 16-20.
- 9.8% (59 of 602) of the pedestrians involved in crashes were age 41-45.
- 63.5% (382 of 602) of the pedestrians involved in crashes were male.

Oklahoma Problem Identification

Bicycle Fatalities

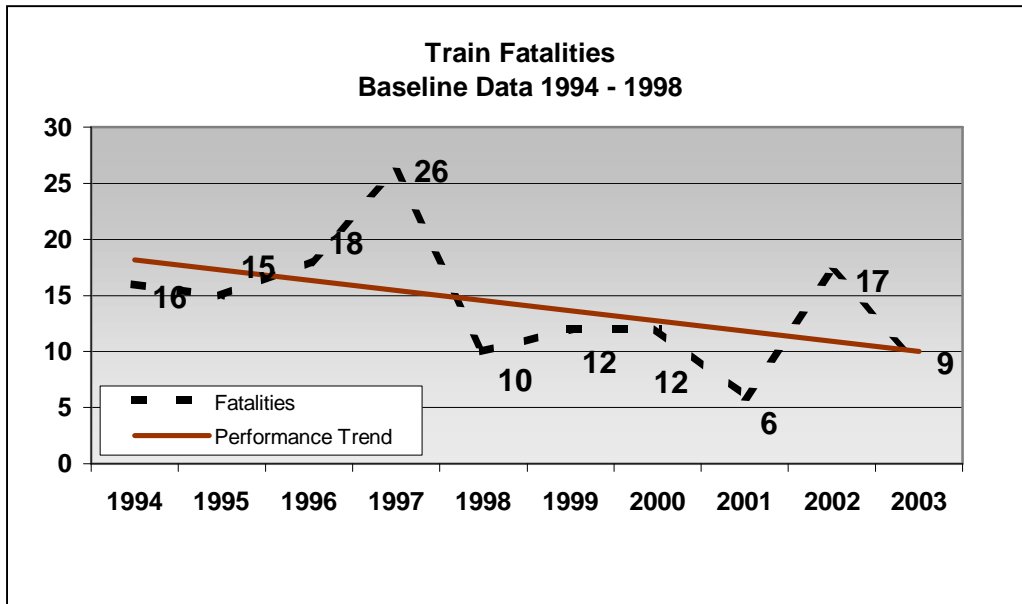


In 2003, bicyclist fatalities were 50.0% below 1994 and 2002. The 10-year period averaged five fatalities per year. 2003 is 40.0% below this average.

- Less than one percent (3 of 365) of the bicyclists involved in crashes were killed.
- 88.2% (322 of 365) of the bicyclists involved in crashes were injured.
- 79.4% (290 of 365) of the bicyclists involved in crashes were on city streets.
- 48.8% (178 of 365) of the bicyclists involved in crashes were under age 16.

Oklahoma Problem Identification

Train Fatalities



In 2003, train fatalities were 43.7% below 1994. The 10-year period averaged 14 fatalities per year and 2003 is 35.7% below this average.

- 44.8% (26 of 58) of train involved crashes occurred on county roads.
- 67.2% (39 of 58) of train involved crashes were caused by Failure To Stop.
- 72.4% (42 of 58) of train involved crashes occurred in daylight.
- 56.9% (33 of 58) of train involved crashes occurred in localities not built-up.
- 53.4% (31 of 58) of train involved crashes occurred in clear weather.
- 98.3% (57 of 58) 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 build on previous strategic planning sessions held during the year, problem identification based on data analysis and the Oklahoma CRASH FACTS book data. The performance results from prior years are also considered.

Performance objectives are established within the National Priority Program Areas. Data is reviewed to identify high crash locations by county, city, and region of the State. These locations are used to prioritize expenditure of highway safety funds and determine the most cost effective countermeasures and locations to address and ensure that resources are placed where they will most likely have a positive effect. Issues considered are crash rates, safety belt use rate, legislation, highway safety program priorities, population rates, etc.

Goals, objectives, and strategies are established by the OHSO staff. While input is requested and considered from other partners, State law restricts their active participation in the establishment of goals and objectives for which they might be an applicant for funds.

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 (FMSCA) also are represented. Ideas from those and other agencies are received on a regular basis. The National Highway Traffic Safety Administration (NHTSA) South Central Regional Office makes regular input for consideration, and the OHSO participates in strategic planning with 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 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.

FY2006 HIGHWAY SAFETY PERFORMANCE PLAN

OVERALL PROGRAM GOAL

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

PERFORMANCE OBJECTIVES

To reduce fatalities by 1% annually from 671 in 2003 to 645 by 2007.

To reduce the fatality rate per 100 Million VMT from 1.5 in 2003 to 1.3 by 2007.

To reduce injuries by 1% annually from 42,678 in 2003 to 40,997 by 2007.*

To reduce fatality and serious injury rate per 100 Million VMT from 43.2 in 2003 to 41.5 by 2007.**

To reduce the fatality rate per 100K population from 19.1 in 2003 to 18.4 by 2007.

To reduce the fatal and serious injury rate per 100K population from 551.2 in 2003 to 529.5 by 2007.

To reduce alcohol/drug-related fatalities by 1% annually from 169 in 2003 to 162 by 2007.

To decrease the alcohol/drug-related fatality rate per 100 million VMT from .38 in 2003 to .36 by 2007.

To maintain the proportion of alcohol/drug-related fatalities at 25.2% and reduce if possible.

To reduce motorcycle-related fatalities from 43 in 2003 to 41 by 2007.

To increase safety belt use from 83.1% in 2005 to 84% by 2006.

To increase safety belt use from 83.1% in 2005 to 85% by 2008.

To increase child restraint use from 82.7% in 2005 to 84% by 2006.

To increase child restraint use from 82.7% in 2005 to 85% by 2008.

To reduce pedestrian fatalities from 39 in 2003 to 37 by 2007.

To reduce bicycle fatalities from 3 to 2 by 2007.

To reduce fatalities caused by Unsafe Speed by 3% from 177 in 2003 to 172 by 2007.

To reduce fatalities caused by Driver Error by 2% from 280 in 2003 to 272 by 2007.

To improve and update the infrastructure of Oklahoma's traffic record system to facilitate future automation and electronic transfer of data.

To reduce railroad fatalities from 9 in 2003 to 7 by 2007.

*Includes all reported injuries (incapacitating, non-incapacitating, and possible).

**Includes fatalities, incapacitating and non-capacitating injuries only.

PROJECT SELECTION AND DEVELOPMENT

In order to accomplish objectives, OHSO utilizes data to formulate “countermeasures” or projects that will address the identified problem areas or areas of emphasis which are shared at conferences, workshops, and meetings with current partners and potential applicants. The identified problem areas (goals and objectives) are discussed during several monthly meetings that function regularly within Oklahoma with a collaboration of many different partners and law enforcement agencies. Examples include the Highway Safety Forum, Traffic Records Council Meetings, Tulsa Safe Communities Alliance Meeting, and the Oklahoma City Metro Area Traffic Safety Committee. In addition, potential applicants may be approached in identified problem areas.

Applications and State goals and objectives are mailed to current grantees and potential applicants must address specific performance objectives to be considered as a project for funding. They must address in detail the specific problem that they are attempting to impact or correct. They must also indicate why their current program or activity is not adequate and explain past efforts to resolve the problem. They will provide supporting data, facts, or statistics which will substantiate the need for the project, based on the State’s goals and objectives. Applicants from non-governmental agencies are required to submit their proposals through the State Purchasing process (Request for Proposals). Governmental agency applications are received by the OHSO.

Once applications are received, a thorough review process is initiated through five rounds of review. Round One determines if the application qualifies for federal funding, whether the project is in a priority program area, and has been received by the deadline. Round Two is an analysis of the data by the Data Analyst to indicate where the applicant ranks in problem identification. Round Three consists of individual review by the OHSO staff followed by group discussion. Round Four scores the applications based on problem identification, project description, evaluation, cost assumption, and budget. Once scores are compiled, they are ranked and processed to Round Five. Round Five is the final determination by the Director, Chief of Highway Safety Programs and Resource Manager of projects to be included in the Highway Safety Plan.

Federal requirements regarding incentive funds and detailed criteria demand flexibility in the process. The OHSO attempts to address identified problems to reach objectives using the best solutions proven to work, while simultaneously seeking out innovative solutions and new partners.

PLANNING AND ADMINISTRATION OBJECTIVE

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.

PLANNING AND ADMINISTRATION STRATEGIES

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

Develop and submit proposed highway safety-related state legislation annually.

Notify partners of proposed highway-safety related legislation.

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

Initiate new, and improve existing, partnerships.

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

Be the statewide leader in the highway traffic safety community.

Conduct internal review of key OHSO documents.

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

Continually review and update policy and procedures instructions.

Evaluate customer satisfaction through the use of customer surveys.

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

Project Number: PA-06-07 01-00

Project Name: Planning and Administration

DESCRIPTION:

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

- 100% Director (Joe McDonald)
- 100% Resource Manager (Beverly Baker)
- 100% Accountant (Gail Yohe)
- 100% Accounting Technician (Jaurita Lee)
- 100% Secretary (Sharlene Jenks)
- 100% Administrative Technician (Christine Franklin)

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

Equipment:

- Postage Machine
- 6 Computers
- 6 Monitors
- 6 Printers

Budget:

- \$215,700 State of Oklahoma
- \$215,700 Section 402

Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA- 06- 07- 01- 00	Planning & Administration	200,700.00	Section 402
PA- 06- 07- 01- 00	Planning & Administration	15,000.00	Section 402 Carry forward
PA- 06- 07- 01- 00	Planning & Administration	215,700.00	State of Oklahoma
402 Total		215,700.00	
Total All Funds		431,400.00	

ALCOHOL MINI PROBLEM IDENTIFICATION

There were 169 fatalities in 2003 Alcohol/Drug-Related crashes. Fatalities increased 2.4% from 165 in 2002 to 169 in 2003. Fatalities in 2003 were 17.1% below the number of fatalities in 1994. While the actual number of fatalities that are Alcohol/Drug-Related has shown a downward trend, the fatality rate has shown a more substantial downward trend.

Oklahoma (27 fatalities), Tulsa (18 fatalities), and LeFlore (8 fatalities) counties had the highest incidence of fatalities in 2003 that were Alcohol/Drug-Related.

ALCOHOL OBJECTIVES

To reduce alcohol/drug-related fatalities by 1% annually from 169 in 2003 to 162 by 2007.

To decrease the alcohol/drug-related fatality rate per 100 Million VMT from .38 in 2003 to .36 by 2007.

To maintain the proportion of alcohol/drug-related fatalities at 25.2% and reduce if possible.

ALCOHOL STRATEGIES

Educate prosecutors by employing a Traffic Safety Resource Prosecutor who will provide training and information to prosecutors, and provide liaison services between the traffic safety community and other seasoned prosecutors.

Make available SFST training to Oklahoma law enforcement officers. All law enforcement agencies receiving federal funding will be required to use SFST trained officers in alcohol enforcement efforts.

Increase the adjudication of alcohol-related traffic offenses by providing training for judges in impaired driving.

Provide sustained enforcement of drinking and drugged drivers by State and local law enforcement officers (Description in Police Traffic Services reflecting approximately 25% alcohol enforcement). 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 encourage participation by law enforcement agencies in the National and State “You Drink and Drive You Lose” Mobilization. All federally funded law enforcement agencies will be required to participate.

Provide incentive awards for law enforcement agencies participating in National and State mobilizations.

Contracted law enforcement agencies will conduct saturation patrols and checkpoints in areas where laws permit.

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

Paid media will be utilized to promote the enforcement of drunk driving and other alcohol-related offenses if funding permits. See paid media section.

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-06-04 01-00

Project Title: Alcohol and Other Drug Countermeasure Training

DESCRIPTION:

Training available through the Traffic Safety Institute (TSI), the Northwestern University Traffic Institute (NUTI) and other training entities will be provided to appropriate law enforcement, adjudication, and other personnel. Courses may include DUI-DUI/D detection and apprehension, other approaches to enforcement, prosecution and sentencing, and other courses in promoting the reduction of drinking and drugged driving. If applicable, courses will be NHTSA approved. In-state travel, out-of-state travel, registration, airfare and speakers' fees may be included.

The OHSO also will assist with other types of training for personnel on an as-needed basis. Costs such as tuition, travel, per diem, supplies, instructor fees, meeting rooms, materials and reproduction costs may be paid by the OHSO.

Budget:

\$1,000 Section 402

Project Number: AL-06-02 01-09

Project Title: Tulsa CRASHs Court

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.

Equipment:

None

Budget:

\$60,000 Section 402

Project Number: AL-06-02 02-03

Project Title: DAC Traffic Safety Resource Prosecutor

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 Attorneys 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:

\$59,600 Section 402

Project Number: AL-06-02 03-06

Project Title: Norman Police Department DRE/DEC Program

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 Department of Public Safety. DRE certification will be given to each student upon the successful completion of the course. This laptop computer is required for class administration and presentations. It is also required to update DRE information database.

Equipment:

Laptop Computer

Budget:

\$43,000 Section 402

Project Number: AL-06-02 04-05

Project Title: SFST Certification and Update Training

DESCRIPTION:

SFST training courses for law enforcement officers will be provided 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 number of officers qualified to detect and apprehend impaired drivers in Oklahoma.

Equipment:

None

Budget:

\$73,667 Section 402

Project Number: AL-06-03 01-01

Project Title: OU Police Department Impaired Driving Enforcement

DESCRIPTION:

The University of Oklahoma Police Department will use SFST trained officers on overtime status to identify and apprehend drinking and drugged drivers within their jurisdiction. These officers will work weekends, holidays, and any other days or times as approved by the Oklahoma Highway Safety Office. A public information and education component will be a part of this project. It will educate the public on seat belt/child restraint use and it also will publicize all events, checkpoints and other initiatives conducted by the University of Oklahoma Police Department. Enforcement methods to be used may include checkpoints, compliance checks, and routine and saturation patrols.

Equipment:

Front/rear dash mounted Radar
Vehicle mounted video camera system.

Budget:

\$26,700 Section 402

Project Number: AL-06-04 01-00

Project Name: Statewide Alcohol PI&E Programs

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 which 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:

\$16,700 Section 402

Project Number: AL-06-07 01-00

Project Name: Alcohol and Other Drugs Program Area Management

DESCRIPTION:

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

25% Chief of Highway Safety Programs (Kaye Statton)
100% Program Manager (Ronnie Thompson)
25% Program Manager (Cecilia Alsobrook)

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

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

Equipment:

Computer
Monitor
Printer

Budget:

\$108,750 Section 402

Project Number: QN6-06 02 01 01

Project Name: Adjudicative Skills Training/Administrative Office of the Courts

DESCRIPTION:

The objective of this application is to reduce alcohol impaired driving fatalities by developing and presenting an education program and workshop for all state judges which will insure adequate training of adjudicative skills in impaired driving cases.

Equipment:

None

Budget:

\$80,000 Section 163

Project Number: 2004 AH-FX-0004

Project Title: Enforcing Underage Drinking Laws Program (EUDL)

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 beverages, or the consumption of alcoholic beverages by persons under the age of 21.

The State of Oklahoma implemented *Project Under 21* designed to raise community awareness about the seriousness of the under 21 drinking problem, deliver prevention messages, and build a 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, *Project Under 21* strives to eliminate under 21 drinking across Oklahoma.

Budget:

\$659,433.80 OJJDP

Alcohol: Budget Summary

Project Number	Project Name	Budget	Budget Source
AL- 06- 01- 01- 00	Alcohol and Other Drug Countermeasure Training	1,000.00	Section 402
AL- 06- 02- 01- 09	Tulsa CRASHs Court	60,000.00	Section 402
AL- 06- 02- 02- 03	District Attorney's Council Safety Resource Prosecutor	59,600.00	Section 402
AL- 06- 02- 03- 06	Norman P D - DRE/DEC Program	43,000.00	Section 402
AL- 06- 02- 04- 05	SFST Certification and Update Training TBD	73,667.00	Section 402
AL- 06- 03- 01- 01	OU PD	26,700.00	Section 402
AL- 06- 04- 01- 00	PI&E - In-House Programs	8,700.00	Section 402
AL- 06- 04- 01- 00	PI&E - In-House Programs	8,000.00	Section 402 Carry forward
AL- 06- 07- 01- 00	Program Area Management	58,750.00	Section 402
AL- 06- 07- 01- 00	Program Area Management	50,000.00	Section 402 Carry forward
QN6-06-02-01-01	Okla State - Admin. Off. of the Courts	80,000.00	Section 163
2004AHFX0004	Enforcing Underage Drinking Laws Program	\$659,433.80	OJJDP funds
402 Total		\$389,417.00	
Total All Funds		\$1,128,850.80	

MOTORCYCLE SAFETY MINI PROBLEM IDENTIFICATION

Motorcycle fatalities increased 10.3% from 39 in 2002 to 43 in 2003. Unsafe Speed and Failure to Yield were the primary causes of motorcycle crashes. From 1994 2003 fatalities in Motorcycle KAB crashes ranged from a high of 43 in 2003 to a low of 25 in 1996 and 1998. During the 10-year period, fatalities averaged 32 per year. 2003 is 34.4% above this average.

MOTORCYCLE SAFETY OBJECTIVE

To reduce motorcycle-related fatalities from 43 in 2003 to 41 by 2007.

MOTORCYCLE STRATEGIES

Promote helmet use through brochures, community events, fairs and other public informational opportunities.

Encourage public participation in motorcycle rider education programs.

Sponsor a statewide motorcycle forum.

Project Number: MC-06 04 01-00

Project Name: Statewide Motorcycle Safety PI&E Programs

DESCRIPTION:

The OHSO desires to make the public aware of the risks which result from failure to wear motorcycle helmets. 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 may also provide appropriate travel/training for both OHSO or non-OHSO personnel to enhance educational efforts.

Equipment:

None

Budget:

\$1,500 Section 402

Project Number: MC-06 07 01-00

Project Name: Motorcycle Safety Program Area Management

DESCRIPTION:

Program Area Management for projects within the motorcycle program area will include funding to manage, monitor and oversee programs.

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

Equipment:

None

Budget:

\$1,500 Section 402

Motorcycle Safety: Budget Summary

Project Number	Project Name	Budget	Budget Source
MC- 06- 04- 01- 00	PI&E - In-House Programs	1,500.00	Section 402
MC- 06- 07- 01- 00	Program Area Management	1,500.00	Section 402
402 Total		\$3,000.00	
Total All Funds		\$3,000.00	

OCCUPANT PROTECTION MINI PROBLEM IDENTIFICATION

“A comparison of the summer 2004 and the summer 2005 survey results reveal that statewide safety belt use increased by a statistically significant 2.8 percentage points (from 80.3% to 83.1%). The usage rate for summer 2005 is the highest since the summer of 1998 when weighted data began to be used.”¹⁰

Overall, the combined percentage of children who were properly restrained increased from 71.7% in 2000 to 82.7% in 2005.¹¹

¹⁰ Ibid, p. iv.

¹¹ Thomas E. James, Ph.D., Kathy Long, and Jennifer Bassett. Statewide Child Restraint Survey: 2005. University of Oklahoma. Norman, Oklahoma, p. ii.

OCCUPANT PROTECTION OBJECTIVES

To increase safety belt use from 83.1% in 2005 to 84% by 2006.

To increase safety belt use from 83.1% in 2005 to 85% by 2008.

To increase child restraint use from 82.7% in 2005 to 84% by 2006.

To increase child restraint use from 82.7% in 2005 to 85% by 2008.

OCCUPANT PROTECTION STRATEGIES

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

Paid media will be utilized to promote seat belt use and child seat safety if funding permits. See Paid Media section.

Enforce seat belt and child passenger laws through State and local law enforcement programs (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.). Grant funded law enforcement agencies will be required to participate in the National and State mobilization periods.

Provide incentive awards for law enforcement agencies participating in National and State mobilizations.

Continue year-round occupant protection emphasis in all funded projects.

Promote increased child passenger safety use in minority populations.

Project Number: OP-06-04 01-01

Project Name: Occupant Protection State & Local Training

DESCRIPTION:

Courses available through the Traffic Safety Institute (TSI), the Northwestern University Traffic Institute (NUTI) and other approved training entities will be contracted to conduct training in occupant protection and other approaches to enforcement, prosecution, and sentencing through courses approved by NHTSA. In-state travel, out-of-state travel, registration, airfare and speakers' fees may be included.

The OHSO will assist with other types of training for local law enforcement personnel on an as-needed basis. Costs such as tuition, travel, per diem, supplies, instructor fees, meeting rooms, materials, and reproduction costs may be paid by the OHSO.

Equipment:

None

Budget:

\$1,000 Section 402

Project Number: OP-06-02 01-00

Project Name: Employer Programs

DESCRIPTION:

This project is designed to provide support for program development and program manager training, data collection, and participation in employer program delivery and services. The Program Manager will provide assistance to existing employer initiatives and develop new opportunities.

Equipment:

None

Budget:

\$2,500 Section 402

Project Number: OP-06-02 02-01

Project Title: Chickasaw Nation CPS Project

DESCRIPTION:

This project will provide for a part-time CPS Coordinator in the Chickasaw Nation Health Services in Oklahoma, provide funding to train CPS technicians and purchase car seats for distribution to low-income families. These programs will assist both Tribal and non-Tribal persons within the counties served by the Chickasaw Nation Injury Prevention services. A minimum of 12 car seat checks and two CPS Technician training classes are to be held during the contract period. Funding for one person to attend the Lifesavers Conference in Austin is also included.

The Chickasaw Nation will also conduct quarterly CPS surveys to determine child restraint usage within their boundaries.

Equipment:

None

Budget:

\$30,000 Section 402

Project Number: OP-06-02 03-07

Project Title: EMSA Child Seat Safety Training

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 Tulsa and Oklahoma City. 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 monthly in both Oklahoma City and Tulsa. Child car seats and booster seats will be purchased for free distribution at car seat checks.

Equipment:

None

Budget:

\$88,000 Section 402

Project Number: OP-06-02 04-06

Project Title: Latino Community Traffic Safety Program

DESCRIPTION:

This project will address traffic safety issues within the Latino Community of Oklahoma City metro area through outreach and education programs. Safety belt use, proper use of child seats and booster seats, and bicycle and pedestrian traffic safety will be addressed through workshops and educational programs. CPS workshops will be held monthly to educate parents on the proper use and installation of child seats. Parents completing the training may receive car seats appropriate for their children. School-aged children will be taught the importance of using safety belts and bicycle helmets. The Traffic Safety Coordinator will work with Latino Leadership Clubs in schools to address drinking and driving issues among young people. Public information will be coordinated with Spanish radio stations and newspapers to publicize the events.

Equipment:

None

Budget:

\$63,000 Section 402

Project Number: OP-06-02 05-08

Project Name: Oklahoma Safe Kids Child Restraint Education

DESCRIPTION:

This program will involve offering eight 1-day Child Passenger Safety classes to childbirth educators, law enforcement officers, firefighters, medical and EMS personnel, as well as other safety professionals or interested organizations. The course content will include: the importance of using safety seats properly, ensuring vehicle/child safety seat compatibility; information on additional resources pertaining to child safety seats; hands-on training and other related information.

In addition, two CPS Technical Update Classes and one CPS Technician Renewal Certification Class will be provided. Oklahoma Safe Kids also will conduct one 4-day Child Passenger Safety Technician Certification Class. Nine major car seat checkups will be conducted.

Oklahoma Safe Kids will continue its *Please Be Seated* program in which informational letters are sent to CPS violators reported to the Safe Kids organization.

Equipment:

None

Budget:

\$60,000 Section 402

Project Number: OP-06-04 01-00
QN6-04 01-00

Project Name: Occupant Protection PI&E

DESCRIPTION:

Awareness of occupant protection can be expressed in terms of the physical damage which 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. This can be accomplished by producing brochures, videos, television and radio PSA's, posters, press releases, use of a speakers' bureau, display booths, and use of the OHSO film/video library. OHSO plans to continue its partnership with traffic safety advocates and others to promote responsible safety belt and child restraint use.

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

Equipment:

None

Budget:

\$27,000	Section 402
\$16,516	Section 163

Project Number: OP-06-04 02-00
PM-06 04-01-00

Project Name: OHSO Sports Marketing Program

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 norming, 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. This project will be evaluated based on 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, Nielsen or appropriate ratings. In addition, an assessment to measure target audience reaction will be created by contractor. The evaluation report will be included in the Annual Report.

Additional paid media can be found in the Paid Media section on page 127.

The athletic venues are as follows:

Learfield Sports (University of Oklahoma football, mens & womens basketball, baseball, and softball)	\$123,380	Section 402
Host Communications (Oklahoma State University football, mens & womens basketball, baseball, and softball)	\$52,500	Section 402
Action Sports Media (OSU football jumbotron)	\$14,000	Section 402
Oklahoma City Blazers Hockey/Professional Bull Riders Event	\$19,750	Section 402
Tulsa Oilers Hockey	\$13,250	Section 402
Tulsa Drillers (baseball)	\$19,750	Section 163
Oklahoma RedHawks (baseball)	\$25,000	Section 163
Oklahoma City Yard Dawgz (Arena football)	\$10,000	Section 163

Budget:

\$202,880 Section 402 (Paid Media)
\$ 45,490 Section 163

Project Number: OP-06-07 01-00

Project Name: Occupant Protection Program Area Management

DESCRIPTION:

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

25% Chief of Highway Safety Programs (Kaye Statton)

100% Program Manager (Jay Wall)

50 % Program Manager (Cecilia Alsobrook)

Travel and training will 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 waste, fraud, and abuse.

Equipment:

3 Computers

3 Monitors

3 Printers

Budget:

\$100,000 Section 402

Project Number: 157OP-06-02-01-05

Project Title: OSDH Occupant Protection Program

DESCRIPTION:

The OHSO will partner with the Oklahoma State Department of Health (OSDH) to target high-risk population groups in a statewide Child Passenger Safety (CPS) program. Free child safety seats will be distributed by County Health Departments through the Women, Infants, and Children (WIC) program to low income families. The OSDH will provide a coordinator to oversee the distribution program and provide training and technical assistance to county offices personnel on the proper use and installation of child seats. Parents of children receiving seats will be required to view a short video on the importance of occupant restraints and participate in the installation process. Information regarding air bag safety and overall seat belt safety will be provided to each recipient. Each car seat recipient will sign a liability release form.

Equipment:

None

Budget:

\$85,000 Section 157 Incentive

Project Number: 157OP-06-02-02-06

Project Title: Tulsa Safe Kids/St. Francis OP Program

DESCRIPTION:

This project will promote child passenger safety in the Tulsa Metro and Northeastern Oklahoma areas through a community-based Task Force with partners from the Tulsa Police Department, Tulsa County Sheriff's Office, Tulsa Fire Department, Oklahoma Highway Patrol, MADD and other safety advocates.

The program will include, at a minimum: one car seat checkup per month; seven 1-day training classes; one 2-day Technical Update Classes (if enrollment will support); one 4-day CPS Technician Certification Class; other promotional events, such as the annual Buckledown Awards. Special emphasis will be placed on providing education for day care centers, before and after school programs, kindergartens and elementary schools to promote the use of booster seats.

Equipment:

Fax Machine

Budget:

\$42,000 Section 157 Incentive

Project Number: 157OP-06-05-02-00

Project Title: OU Occupant Protection Surveys

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 2005. 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 (both safety seats and safety belts for infants up to one year of age, and toddlers, age one to five years) at the 100 locations around the State previously identified in prior surveys.

Budget:

\$44,763 Section 157 Incentive

Occupant Protection: Budget Summary

Project Number	Project Name	Budget	Budget Source
OP- 06- 01- 01- 00	OP Training	1,000.00	Section 402
OP- 06- 02- 01- 00	Employer Programs	2,500.00	Section 402
OP- 06- 02- 02- 01	Chickasaw Nation - CPS Project	30,000.00	Section 402
OP- 06- 02- 03- 07	EMSA Child Seat Safety Training	88,000.00	Section 402
OP- 06- 02- 04- 06	Latino Community Traffic Safety Program	63,000.00	Section 402
OP- 06- 02- 05- 08	OK SafeKids Coalition	60,000.00	Section 402
OP- 06- 04- 01- 00	PI&E - In-House Programs	13,000.00	Section 402
OP- 06- 04- 01- 00	PI&E - In-House Programs	14,000.00	Section 402 Carry forward
OP- 06- 07- 01- 00	Program Area Management	50,000.00	Section 402
OP- 06- 07- 01- 00	Program Area Management	50,000.00	Section 402 Carry forward
157OP-06-02-01-05	OK Dept of Health	85,000.00	Section 157
157OP-06-02-02-06	Saint Francis Hosp - Tulsa SafeKids	42,000.00	Section 157
157OP-06-05-02-00	Seat Belt & Child Restraint Surveys	44,763.00	Section 157
QN6-06-04-01-00	PI&E - IN-House Programs	16,516.00	Section 163
402 Total		\$371,500.00	
Total All Funds		\$559,779.00	

PEDESTRIAN/BICYCLE MINI PROBLEM IDENTIFICATION

2003 Pedestrian fatalities are 29.1% below 1994 and 26.4% below 2002. The 10-year period averaged 54 fatalities per year. 2003 is 27.8% below this average.

In 2003, bicyclist fatalities were 50.0% below 1994 and 2003. The 10-year period averaged five fatalities per year. 2003 is 40.0% below this average.

PEDESTRIAN AND BICYCLE OBJECTIVES

To reduce pedestrian fatalities from 39 in 2003 to 37 by 2007.

To reduce bicycle fatalities from 3 in 2003 to 2 by 2007.

PEDESTRIAN AND BICYCLE STRATEGIES:

Provide information to the public on the benefits of bicycle helmet usage through the use of informational brochures, county health fairs, and other events.

Develop and distribute informational brochures on pedestrian safety.

Support efforts by communities to encourage safe walking options.

Support community efforts to promote bicycle rodeos and other safety events.

Project Number: PS-06 04 01-00
157PS-06-04-01-00

Project Name: Pedestrian and Bicycle PI&E Program

DESCRIPTION:

Public information and education is a vital element in all general and specific traffic safety programs. The need to educate pedestrians and bicyclists in proper usage of the roadways, observance of traffic signals and signs, usage of helmets and other safety devices, and awareness of motorists continues to be a part of Oklahoma's Highway Safety Plan. To achieve this increased public awareness and education, OHSO will continue to participate in campaigns and mobilizations as they relate to bicycle and pedestrian issues. The safety of elderly pedestrians will continue to be emphasized. OHSO's film library, brochures, and display booths will continue to focus on bicycle and pedestrian issues.

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

Equipment:

None

Budget:

To be determined	Section 402
\$ 2,451	Section 157 Incentive
\$44,054	State of Oklahoma Match

Pedestrian/Bicycle Safety: Budget Summary

Project Number	Project Name	Budget	Budget Source
PS- 06- 04- 01- 00	PI&E - In-House Programs	TBD	
157PS-06-04-01-00	PI&E - IN-House Programs	2,451.00	Section 157
157PS-06-04-01-00	PI&E - IN-House Programs	44,054.00	State of Oklahoma
402 Total		\$0.00	
Total All Funds		\$46,505.00	

POLICE TRAFFIC SERVICES MINI PROBLEM IDENTIFICATION

In 2003, Unsafe Speed caused 19.0% of the crashes. Of the Unsafe Speed crashes, 6.0% were Fatal. Some 64.8% of the total Unsafe Speed crashes occurred in rural areas. Unsafe Speed crashes were primarily caused by Exceeding the Legal Limit, followed by Rain or Wet Roadway. Fatalities in Unsafe Speed crashes have declined since 1994. Comparison of the baseline years 1994-1998 to the years 1999 2003 shows that the more recent years are below the baseline years in the number of fatalities.

In 2003, there were 280 fatalities as a result of Driver Error crashes. This accounts for 41.7% of the total fatalities in 2003. 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. 2003 sustained 280 fatalities. 2003 is 3.9% below 1994 and 14.6% below 2002. The 10-year period averaged 306 fatalities per year. 2003 is 8.5% below this average.

Driver Error is defined as an aggregate group composed of KAB 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, and Wrong Way.

POLICE TRAFFIC SERVICES OBJECTIVES

To reduce fatalities by 3% caused by Unsafe Speed from 177 in 2003 to 172 by 2007.

To reduce fatalities by 2% caused by Driver Error from 280 in 2003 to 272 by 2007.

POLICE TRAFFIC SERVICES STRATEGIES

The majority of law enforcement projects are listed in the Police Traffic Services program area for ease in coordination of law enforcement activities. Contracted agencies will enforce approximately 25% of activity for the enforcement of alcohol laws, 25% occupant protection activities, 25% speed-related, and 20% Driver Error. (See specific objectives and strategies for alcohol and occupant protection in their respective program area.)

Support National and State Mobilizations such as “Click It or Ticket,” “You Drink and Drive You Lose,” and others. Contracted agencies will be required to participate in National and State mobilizations.

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 as funds are available. See Paid Media section.

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-06-02 01-00

Project Title: UCO Law Enforcement Professional Development

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.

Budget:

\$21,000 Section 402

Project Number: PT-06-03 01-03

Project Title: Altus Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the 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.

Equipment:

None

Budget:

\$25,000 Section 402

Project Number: PT-06-03 02-02

Project Title: Beaver County Traffic Enforcement

DESCRIPTION:

The Beaver County Sheriff's Office will continue a comprehensive occupant protection, 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; reduce speed; and deter drunk driving 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 the Beaver County Fair. Enforcement will be focused on rural areas where data analysis warrants the effort.

Equipment:

None

Budget:

\$20,000 Section 402

Project Number: PT-06-03 03-03

Project Title: Bethany Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the 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. The equipment is necessary for the identification and prosecution of traffic law violators.

Equipment:

4 Radars

Budget:

\$20,000 Section 402

Project Number: PT-06-03 04-05

Project Title: Bixby Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Bixby Police Department patrol officers, supervisors and one project director. The patrol officer 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 the benefits of safety belt use. Equipment purchased will support the identification and arrest of violators of traffic laws.

Bixby will begin a proactive Under 21 program to address the growing problem of underage alcohol use and possession. The project's intent is to reduce the number of KAB crashes in Bixby.

Equipment:

2 hand held radar units and spare batteries

Budget:

\$25,000 Section 402

Project Number: PT-06-03 05-06

Project Name: Broken Arrow Traffic Enforcement

DESCRIPTION:

The Broken Arrow Police Department will continue 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 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 U21 activities.

This project will also provide training for qualified personnel to conduct expert crash investigations and process the resulting information for members of the Safe Communities Alliance of Northeast Oklahoma.

Equipment:

None

Budget:

\$53,500 Section 402

Project Number: PT-06-03 06-02

Project Name: Choctaw Traffic Enforcement

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 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. The equipment is necessary for the identification and prosecution of traffic law violators.

Equipment:

2 Radars

Budget:

\$15,000 Section 402

Project Number: PT-06-03 07-04

Project Name: Creek County Traffic Enforcement

DESCRIPTION:

This project will fund a full-time Sheriff's Deputy who will devote 100% of his/her time to traffic safety enforcement and PI&E. Their goal is to reduce the number of KAB crashes in Creek County. The Sheriff's Office will work closely with Sapulpa PD, OHP and other Creek County law enforcement agencies to organize safety and sobriety checkpoints, conduct child safety seat checkups, and promote traffic safety education for schools, civic groups and other interested organizations.

Equipment:

None

Budget:

\$35,000 Section 402

Project Number: PT-06-03 08-03

Project Name: Cherokee County Traffic Enforcement

DESCRIPTION:

The Cherokee County Sheriff's Office will implement a traffic enforcement project with emphasis on impaired driving, speed and occupant protection to patrol high incident areas at specified times. Public information and education will be delivered through the local media in conjunction with the enforcement.

Equipment:

None (a police package vehicle was purchased in 2004 for this project)

Budget:

None.

Project Number: PT-06-03 09-03

Project Name: Durant Traffic Enforcement

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 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:

None

Budget:

\$20,000 Section 402

Project Number: PT-06-03 10-03

Project Name: El Reno Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the 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 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. The equipment is necessary for the identification and prosecution of traffic law violators.

Equipment:

Motorcycle Radio with Helmet and Communications Package

Budget:

\$20,000 Section 402

Project Number: PT-06-03 11-02

Project Name: Enid Traffic Enforcement

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 crashes in Enid. In addition, officers will work 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:

None

Budget:

\$20,000 Section 402

Project Number: PT-06-03 12-03

Project Name: Guthrie Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the Guthrie 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. The equipment is necessary for the identification and prosecution of traffic law violators.

Equipment:

3 In Car Video Systems

Budget:

\$23,000 Section 402

Project Number: PT-06-03 13-03

Project Name: Lawton Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the 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. The equipment is necessary for the identification and prosecution of traffic law violators.

Equipment:

2 Radars

Budget:

\$80,000 Section 402

Project Number: PT-06-03 14-03

Project Name: Midwest City Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the 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. The equipment is necessary for the identification and prosecution of traffic law violators.

Equipment:

6 Radars

Budget:

\$38,000 Section 402

Project Number: PT-06-03 15-02

Project Name: Moore Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the Moore 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. The equipment is necessary for the identification and prosecution of traffic law violators.

Equipment:

7 Radars

Budget:

\$25,000 Section 402

Project Number: PT-06-03 16-03

Project Name: Norman Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the 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:

\$70,000 Section 402

Project Number: PT-06-03 17-03

Project Name: Oklahoma County Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the 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 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. The Crash Court program will be presented in schools in the Oklahoma County area to educate young people the consequences of impaired driving. The equipment is necessary for the identification and prosecution of traffic law violators.

Equipment:

9 In Car Video Systems.

Budget:

\$160,000 Section 402

Project Number: PT-06-03 18-01

Project Name: Owasso Traffic Enforcement

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 intend to 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. The radars requested will enhance the officer's ability to target speed violators at key locations and to document violations such as DUI for prosecution purposes. The flares will be used at checkpoints for traffic flow and officer safety.

Owasso officers will work special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA. Safety belt surveys before and after the project will be used to determine, in part, the programs success.

Equipment: 9 radar units
7 sets rechargeable road flares

Budget:

\$40,000 Section 402

Project Number: PT-06-03 19-03

Project Name: Sand Springs Traffic Enforcement

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 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:

None

Budget:

\$10,000 Section 402

Project Number: PT-06-03 20-05

Project Name: StatewideTraffic Enforcement/Oklahoma Highway Patrol

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. Most of the funds will be allotted for overtime shifts during the mobilization period dates determined by NHTSA.

Budget:

To be determined.

Project Number: PT-06-0321- 02

Project Name: Purcell Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the 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:

\$15,000 Section 402

Project Number: PT-06-03 22-05

Project Name: Sapulpa Traffic Enforcement

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 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, which 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. The radar units requested will allow officers to more effectively address speed-related violations.

Equipment:

4 Radars

Budget:

\$44,000 Section 402

Project Number: PT-06-03 23-03

Project Name: Stillwater Traffic Enforcement

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 the U21 project.

Equipment:

None

Budget:

\$15,000 Section 402

Project Number: PT-06-03 24-04

Project Name: Tahlequah Traffic Enforcement

DESCRIPTION:

This project will have two distinct elements. In the first, the Tahlequah Police Department will conduct an overtime enforcement project with primary emphasis on speeding, failure to yield, and other traffic violations contributing to crashes. Officers will specifically target heavily-traveled roadways and high crash intersections during peak traffic periods. Traffic safety awareness programs will be publicized in local newspapers and on local radio stations. The cost of this enforcement element will not exceed \$15,000. Equipment purchase will be necessary to effectively detect and apprehend speeding drivers.

In the second element, officers who have received Project Under 21 training will provide technical assistance and support to communities in the southeast part of the State. They will contact community coalitions, police agencies, schools, retailers, and others with a stake in the problem of underage drinking. The cost of this element will not exceed \$18,000 and will be funded by the Office of Juvenile Justice and Delinquency Prevention's (OJJDP) Enforcing Underage Drinking Laws (EUDL) program.

Equipment:

4 Hand-held radars

Budget:

\$15,000	Section 402
\$18,000	OJJDP (EUDL)

Project Number: PT-06-03 25-06

Project Name: Tulsa County Traffic Enforcement

DESCRIPTION:

Tulsa County Sheriff's Office (TCSO) will continue to operate its comprehensive traffic enforcement program, including the use of two OHSO-funded motorcycles. In addition, for FY06, deputies will use overtime funding to provide targeted enforcement of speeding, seatbelt use, DUI/DWI and U21 activities. Deputies will work 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. The requested radar units will allow for more effective targeting of speeding violations in high-risk crash locations.

Equipment:

5 Radars

Budget:

\$110,000 Section 402

Project Number: PT-06-03 26-10

Project Name: Tulsa Traffic Enforcement

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 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 U21 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. The requested equipment will allow for more effective targeting of speeding violations at high-risk collision locations and more effective post crash investigations.

Equipment:

2 complete sets* of investigation and reconstruction equipment consisting of:

Laser radar/rangefinder
Mapstar Angle Encoder
Impulse Quickmap Software
Crashzone viewer

1 Collision Data Retriever
Training

*No single piece of equipment in these sets exceeds \$5000 requiring NHTSA approval

Budget:

\$100,000 Section 402

Project Number: PT-06-03 27-02

Project Name: The Village Traffic Enforcement

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:

\$12,000 Section 402

Project Number: PT-06-04 01-00

Project Name: Police Traffic Services PI&E

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 which 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:

\$15,000 Section 402

Project Number: PT-06-04 02-02

Project Name: OU Conference Planning Services

DESCRIPTION:

This project will provide assistance to the OHSO for conference planning services for meetings such as the annual Project Director's Course, January Workshop, 2006 GHSA Conference and other events. University of Oklahoma Conference Planning Staff will provide assistance with registration, lodging, food, audio/visual services and any other administrative assistance needed for the events.

Budget:

\$100,000 Section 402

Project Number: PT-06-07 01-00

Project Name: Police Traffic Services Program Area Management

DESCRIPTION:

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

- 50% Chief of Highway Safety Programs (Kaye Statton)
- 100% Law Enforcement Liaison (2LT J.C. Burris)
- 100 % Program Manager (Rex Ice)
- 100% Program Manager (Garry Thomas)
- 25% Program Manager (Cecilia Alsobrook)

Travel and training will also 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 fraud, waste and abuse.

Equipment:

- 4 Computers
- 4 Monitors
- 4 Printers

Budget:

\$ 304,555	Section 402
\$1,000,000	State of Oklahoma Match

Project Number: QN6-06 01 01 00

Project Name: Police Traffic Services Countermeasures Training

DESCRIPTION:

Courses available through the Traffic Safety Institute (TSI), the Northwestern University Traffic Institute (NUTI), and other approved training entities will be contracted to conduct training courses such as Accident Investigation (basic and advanced), radar operation, Rules of Evidence, Uniform Vehicle Code, Driver Improvement, Police Traffic Functions, and other approaches to enforcement, prosecution, and sentencing in courses approved by NHTSA. In-state travel, out-of-state travel, registration, airfare and speakers' fees may be included. The OHSO will provide radar training by using subcontractors that have been trained and certified by CLEET and NHTSA.

The OHSO will assist with other types of training for local enforcement personnel on an as-needed basis. Costs such as tuition, travel, per diem, supplies, instructor fees, meeting rooms, materials, and reproduction costs may be paid by the OHSO.

Equipment:

None

Budget:

\$2,500 Section 163

Project Number: QN6-06 03 01 08

Project Name: Edmond Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the Edmond Police Department traffic and 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:

\$65,000 Section 163

Project Number: QN5-06 03 02 02

Project Name: Oklahoma City Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the 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 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. The equipment is necessary for the identification and prosecution of traffic law violators.

Equipment:

3 Radars
2 In Car Video Systems.

Budget:

\$125,000 Section 163

Project Number: QN6-06 03 03 03

Project Title: OSU Campus Traffic Safety Project

DESCRIPTION:

The Oklahoma State University (OSU) 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 create brochures, presentations, 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 time to educational activity and 50% of time to enforcement activity.

Equipment:

None

Budget:

\$41,000 Section 163

Project Number: QN6-03 03 04 07

Project Name: Warr Acres Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the Warr Acres 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 163

Project Number: QN6-03 03-05 00

Project Name: Law Enforcement Mobilization Incentive Program

DESCRIPTION:

This project will allow for up to five (5) awards of \$3,000 maximum each to law enforcement agencies participating in mobilizations sponsored by NHTSA and the Oklahoma Highway Safety Office.

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 documentation.

Budget:

\$30,000 Section 163

Police Traffic Services: Budget Summary

Project Number	Project Name	Budget	Budget Source
PT- 06- 02- 01- 00	Professional Development for LE	11,100.00	Section 402
PT- 06- 02- 01- 00	Professional Development for LE	10,000.00	Section 402 Carry forward
PT- 06- 03- 01- 03	Altus P D	25,000.00	Section 402
PT- 06- 03- 02- 02	Beaver County S O	20,000.00	Section 402
PT- 06- 03- 03- 03	Bethany P D	20,000.00	Section 402
PT- 06- 03- 04- 05	Bixby P D	25,000.00	Section 402
PT- 06- 03- 05- 06	Broken Arrow P D	53,500.00	Section 402
PT- 06- 03- 06- 02	Choctaw P D	15,000.00	Section 402
PT- 06- 03- 07- 04	Creek County SO	35,000.00	Section 402
PT- 06- 03- 08- 03	Cherokee County S O	0.00	Section 402
PT- 06- 03- 09- 03	Durant P D	20,000.00	Section 402
PT- 06- 03- 10- 03	El Reno P D	20,000.00	Section 402
PT- 06- 03- 11- 02	Enid P D	20,000.00	Section 402
PT- 06- 03- 12- 03	Guthrie P D	23,000.00	Section 402
PT- 06- 03- 13- 03	Lawton P D	80,000.00	Section 402
PT- 06- 03- 14- 03	Midwest City P D	38,000.00	Section 402
PT- 06- 03- 15- 02	Moore P D	25,000.00	Section 402
PT- 06- 03- 16- 03	Norman P D	70,000.00	Section 402
PT- 06- 03- 17- 03	Oklahoma County S O	160,000.00	Section 402
PT- 06- 03- 18- 01	Owasso P D	40,000.00	Section 402
PT- 06- 03- 19- 03	Sand Springs P D	10,000.00	Section 402
PT- 06- 03- 20- 05	Oklahoma Highway Patrol	TBD	
PT- 06- 03- 21- 02	Purcell PD	15,000.00	Section 402
PT- 06- 03- 22- 05	Sapulpa P D	44,000.00	Section 402
PT- 06- 03- 23- 03	Stillwater P D	15,000.00	Section 402
PT- 06- 03- 24- 04	Tahlequah P D	15,000.00	Section 402
PT- 06- 03- 25- 06	Tulsa County S O	110,000.00	Section 402
PT- 06- 03- 26- 10	Tulsa P D	100,000.00	Section 402
PT- 06- 03- 27- 02	The Village PD	12,000.00	Section 402
PT- 06- 04- 01- 00	PI&E - IN-House Programs	5,000.00	Section 402
PT- 06- 04- 01- 00	PI&E - IN-House Programs	10,000.00	Section 402 Carry forward
PT- 06- 04- 02- 02	Oklahoma University - Conf Planning	50,000.00	Section 402
PT- 06- 04- 02- 02	Oklahoma University - Conf Planning	50,000.00	Section 402 Carry forward
PT- 06- 07- 01- 00	Program Area Management	154,555.00	Section 402
PT- 06- 07- 01- 00	Program Area Management	150,000.00	Section 402 Carry forward
PT- 06- 07- 01- 00	Program Area Management	1,000,000.00	State of Oklahoma
QN6-06-01-01-00	Law Enforcement Training	2,500.00	Section 163
QN6060-03-01-08	Edmond P D	65,000.00	Section 163
QN5-06-03-02-02	Oklahoma City P D	125,000.00	Section 163
QN6-06-03-03-03	OSU P D	41,000.00	Section 163
QN6-03-03-04-07	Warr Acres	10,000.00	Section 163
QN6-03-03-05-00	Mobilization Incentives	30,000.00	Section 163
402 Total		\$1,451,155.00	
Total All Funds		\$2,724,655.00	

TRAFFIC RECORDS OBJECTIVE:

To improve and update the infrastructure of Oklahoma's traffic record system to facilitate future automation and electronic transfer of data.

TRAFFIC RECORDS STRATEGIES

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

Continue and expand Oklahoma CODES program to complete linkage of 2003 and 2004 crash and hospital data in FY2006.

Improve timeliness and availability of crash and citation data to within 15 days of receipt in DPS's Records Management Division by October 1, 2007.

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

Complete design and implementation of a new 80% MMUCC compliant crash report form by January 1, 2007.

Develop and pilot a mobile data collection system within the Oklahoma Highway Patrol in FY2006.

Publish Crash Facts Book three months following receipt of data, pertinent Fact Sheets two weeks prior to major holidays, and Problem Identification by February 28, 2006.

Employ CVARS Coordinator to coordinate traffic records improvement projects through September 30, 2008.

Provide interactive crash data through the DPS website within 30 days of end of quarter.

Project Number: TR-06 06 01-06

Project Name: Crash Outcome Data Evaluation System (CODES)

DESCRIPTION:

This project provides continuation and expansion of the Oklahoma CODES Program. The current linked database is made up of linked 1995-2002 crash, health, and motor vehicle records. During this project year, 2003 and 2004 data will be added. Data analysis of linked data will be performed on pertinent traffic safety issues and reports provided to partners, individuals and groups. These reports will be distributed through the Oklahoma Traffic Records Council and available on the web. CODES will also continue to bring data owner together, improve databases and facilitate compatibility. In addition, data will be provided to the National Center for Statistical Analysis upon request.

Budget:

\$50,000 Section 402

Project Number: TR-06 06 02-03

Project Name: DPS Records Management

DESCRIPTION:

This overtime project provides temporary assistance to improve crash data entry. Additional resources are required for more timely data access resulting in improved problem identification, which is needed to address highway safety problems.

Budget:

To be determined

Project Number: TR-06 06 03-03

Project Title: University of Oklahoma Crash Reporting & Analysis

DESCRIPTION:

This project will partner the Oklahoma Highway Safety Office, Oklahoma Department of Transportation (ODOT) and the University of Oklahoma for the enhancement of a user-friendly, interactive software package to replace the cumbersome and time-consuming process currently employed by ODOT engineers when providing reports, making recommendations and predicting the probably impact of various construction and highway enhancements projects. This product includes a self-installing package for local officials statewide to perform sophisticated crash analysis of their own, thereby eliminating the current dependency on ODOT for these tasks

Budget:

\$50,000 Section 402

Project Number: TR-06 07 01-00

Project Name: Traffic Records Program Area Management

DESCRIPTION:

Program management for projects within the Traffic Records program area will be provided by the following personnel 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 (Kathy Evans)

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:

Computer
Monitor
Printer

Budget:

\$85,700 Section 402

Project Number: 157TR-06 05-01-00

Project Name: Oklahoma Press Service

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.

Budget:

\$2,000 Section 157 Incentive

Project Number: DTNH22-03H- 47207

Project Name: CODES DATA NETWORK

DESCRIPTION:

This cooperative agreement provides support for CODES projects through the continuation of a CODES Data Network of linked crash and injury data. It facilitates access to data for support of NHTSA affiliated research 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 fact sheets useful to the traffic safety and injury control communities at state, local and national levels.

Budget:

\$65,480 NHTSA Cooperative Agreement

Project Number: DTNH22-92Y- 07036

Project Name: Fatal Analysis Reporting System (FARS)

DESCRIPTION:

The Fatal Analysis Reporting Systems (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. The FARS analyst compiles information from motor vehicle crash reports. The compilations are published every year by the National Highway Traffic Safety Administration.

Budget:

\$42,000 NHTSA Cooperative Agreement

Project Number: 21115TND

Project Name: Commercial Vehicle Analysis Reporting System

DESCRIPTION:

This project supports the coordinated efforts of the Department of Public Safety to improve and update the infrastructure of its traffic record system to facilitate future automation and electronic transfer of data, including:

CVARS Programs Coordinator

Traffic Records Assessment

Replacement of an antiquated microfilm system

Elimination of existing backlog of data.

Minimization of manual data entry through implementation of Optical and Intelligent Character Recognition

Design, development and implementation of a revised, MMUCC and CVARS compliant crash report form

Design, development and implementation of a Mobile Data Collection System Pilot Program

Budget:

\$971,263.80 Federal Motor Carrier Safety Administration

Traffic Records: Budget Summary

Project Number	Project Name	Budget	Budget Source
TR- 06- 06- 01- 06	CODES	50,000.00	Section 402
TR- 06- 06- 02- 03	DPS Records Management	TBD	
TR- 06- 06- 03- 03	Oklahoma University - Crash Reporting	50,000.00	Section 402
TR- 06- 07- 01- 00	Program Area Management	45,700.00	Section 402
TR- 06- 07- 01- 00	Program Area Management	40,000.00	Section 402 Carry forward
157TR-06-05-01-00	Print Evaluation - OK Press	2,000.00	Section 157
DTNH22-03-H-47207	CODES Network(5/15/03 - 5/15/08)	65,480.00	NHTSA Coop. Agreement
DTNH22-92-Y-07036	FARS	42,000.00	NHTSA Coop. Agreement
21115TND	CVARS Grant(12/6/04-9/30/08	971,263.80	MCSAP Coop. Agreement
402 Total		\$145,700.00	
Total All Funds		\$1,266,443.80	

RAILROAD HIGHWAY CROSSINGS MINI PROBLEM IDENTIFICATION

In 2003, train fatalities were 43.7% below 1994. The 10-year period averaged 14 fatalities per year and 2003 is 35.7% below this average.

RAILROAD HIGHWAY CROSSINGS OBJECTIVE

To reduce railroad fatalities from nine in 2003 to seven in 2007.

RAILROAD HIGHWAY CROSSINGS STRATEGIES

Support Operation Lifesavers with railroad safety education classes.

Support Operation Lifesavers 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: RH-06 02 01-02

Project Name: Operation Lifesaver Railroad Safety Program

DESCRIPTION:

Operation Lifesaver works to increase rail crossing safety education and thereby decrease the number of rail grade crossing crashes and pedestrian fatalities. Twelve presenters for making Railway Safety presentations will be trained this year. In addition, Operation Lifesaver presenters will attend School Bus Driver Workshops conducted by the Director of People Transportation, Oklahoma Department of Education, to educate bus drivers on the dangers and appropriate bus driver behavior at railroad crossings.

Presenters will travel to various Law Enforcement Agencies throughout the State to furnish instruction on laws governing drivers and pedestrians at railroad crossings and rail right-of-ways and the importance of enforcement as a deterrent to such unlawful and unsafe behavior. Operation Lifesaver will also conduct or assist in conducting CLEET certified Grade Crossing Collision Investigation (GCCCI) courses.

Operation Lifesaver will work with the OHSO to develop and distribute public service announcements throughout the state using radio and television media.

Equipment:

None

Budget:

\$10,648 Section 402

Railroad/Highway Crossings: Budget Summary

Project Number	Project Name	Budget	Budget Source
RH- 06- 02- 01- 02	Oklahoma Operation Lifesaver	10,648.00	Section 402
402 Total		\$10,648.00	
Total All Funds		\$10,648.00	

Project Number: PM-06 02-01-06

Project Name: Statewide Traffic Safety Media Campaign/Brothers & Co.

DESCRIPTION:

This project will develop and produce a media campaign 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 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.

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.

Budget:

\$20,000 Section 402

Paid Advertising: Budget Summary

Project Number	Project Name	Budget	Budget Source
PM 06- 02- 01- 06	Brothers & Co.	20,000.00	
PM- 06- 04- 01- 00A	Action Sports	14,000.00	Section 402
PM- 06- 04- 01- 00B1	Express Sports - Blazers/PBR	19,750.00	Section 402
PM- 06- 04- 01- 00B2	Express Sports - Oilers	13,250.00	Section 402
PM- 06- 04- 01- 00C	Host Comm	52,500.00	Section 402
PM- 06- 04- 01- 00D	Learfield	70,380.00	Section 402
PM- 06- 04- 01- 00D	Learfield	53,000.00	Section 402 Carry forward
QN6-06-04-02-00F (PM)	Redhawks	25,000.00	Section 163
QN6-06-04-02-00G (PM)	Tulsa Drillers	10,490.00	Section 163
QN6-06-04-02-00H (PM)	Yard Dawgs	10,000.00	Section 163
402 Total		\$242,880.00	
Total All Funds		\$288,370.00	

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;

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 participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 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).

Governor's Representative for Highway Safety

Date

**HIGHWAY SAFETY PLAN COST SUMMARY
2006 – HSP - 1**

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2006-07-01-00	Planning & Administration	\$215,700.00	\$215,700.00	\$215,700.00	\$.00	\$215,700.00	\$.00
Planning and Administration Total			\$215,700.00	\$215,700.00	\$215,700.00	\$.00	\$215,700.00	\$.00
Alcohol								
	AL-2006-01-01-00	Alcohol & Other Drug Countermeasure Trai Comm Service Council - CRASHs	\$1,000.00	\$.00	\$1,000.00	\$.00	\$1,000.00	\$1,000.00
	AL-2006-02-01-09	Court District Atty's Council Safety Resource	\$60,000.00	\$.00	\$60,000.00	\$.00	\$60,000.00	\$60,000.00
	AL-2006-02-02-03	Norman P D DEC/DEC Program	\$59,600.00	\$.00	\$59,600.00	\$.00	\$59,600.00	\$59,600.00
	AL-2006-02-03-06	SFST Certification & Update Training	\$43,000.00	\$.00	\$43,000.00	\$.00	\$43,000.00	\$43,000.00
	AL-2006-02-04-05	OU P D	\$73,667.00	\$.00	\$73,667.00	\$.00	\$73,667.00	\$.00
	AL-2006-03-01-01	PI&E - In-House Programs	\$26,700.00	\$.00	\$26,700.00	\$.00	\$26,700.00	\$.00
	AL-2006-04-01-00	Program Area Management	\$16,700.00	\$.00	\$16,700.00	\$.00	\$16,700.00	\$.00
	AL-2006-07-01-00	Program Area Management	\$108,750.00	\$.00	\$108,750.00	\$.00	\$108,750.00	\$.00
Alcohol Total			\$389,417.00	\$.00	\$389,417.00	\$.00	\$389,417.00	\$163,600.00
Motorcycle Safety								
	MC-2006-04-01-00	PI&E - In-House Programs	\$1,500.00	\$.00	\$1,500.00	\$.00	\$1,500.00	\$.00
	MC-2006-07-01-00	Program Area Management	\$1,500.00	\$.00	\$1,500.00	\$.00	\$1,500.00	\$.00
Motorcycle Safety Total			\$3,000.00	\$.00	\$3,000.00	\$.00	\$3,000.00	\$.00
Occupant Protection								
	OP-2006-01-01-00	OP Training	\$1,000.00	\$.00	\$1,000.00	\$.00	\$1,000.00	\$1,000.00
	OP-2006-02-01-00	Employer Programs	\$2,500.00	\$.00	\$2,500.00	\$.00	\$2,500.00	\$.00
	OP-2006-02-02-01	Chickasaw Nation - CPS Project	\$30,000.00	\$.00	\$30,000.00	\$.00	\$30,000.00	\$30,000.00
	OP-2006-02-03-07	EMSA Child Seat Safety Training	\$88,000.00	\$.00	\$88,000.00	\$.00	\$88,000.00	\$.00
	OP-2006-02-04-06	Latino Comm Traffic Safety Program	\$63,000.00	\$.00	\$63,000.00	\$.00	\$63,000.00	\$.00
	OP-2006-02-05-08	OK SafeKids Coalition	\$60,000.00	\$.00	\$60,000.00	\$.00	\$60,000.00	\$.00
	OP-2006-04-01-00	P I & E - In-House Programs	\$27,000.00	\$.00	\$27,000.00	\$.00	\$27,000.00	\$.00
	OP-2006-04-02-00	Sports Marketing Program	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
	OP-2006-07-01-00	Program Area Management	\$100,000.00	\$.00	\$100,000.00	\$.00	\$100,000.00	\$.00

HIGHWAY SAFETY PLAN COST SUMMARY
2006 – HSP - 1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
NHTSA								
Occupant Protection Total			\$371,500.00	\$.00	\$371,500.00	\$.00	\$371,500.00	\$31,000.00
Police Traffic Services								
	PT-2006-02-01-00	Professional Development for LE	\$21,100.00	\$.00	\$21,100.00	\$.00	\$21,100.00	\$17,000.00
	PT-2006-03-01-03	Altus P D	\$25,000.00	\$.00	\$25,000.00	\$.00	\$25,000.00	\$25,000.00
	PT-2006-03-02-02	Beaver County S O	\$20,000.00	\$.00	\$20,000.00	\$.00	\$20,000.00	\$20,000.00
	PT-2006-03-03-03	Bethany P D	\$20,000.00	\$.00	\$20,000.00	\$.00	\$20,000.00	\$20,000.00
	PT-2006-03-04-05	Bixby P D	\$25,000.00	\$.00	\$25,000.00	\$.00	\$25,000.00	\$25,000.00
	PT-2006-03-05-06	Broken Arrow P D	\$53,500.00	\$.00	\$53,500.00	\$.00	\$53,500.00	\$53,500.00
	PT-2006-03-06-02	Choctaw P D	\$15,000.00	\$.00	\$15,000.00	\$.00	\$15,000.00	\$15,000.00
	PT-2006-03-07-04	Creek County S O	\$35,000.00	\$.00	\$35,000.00	\$.00	\$35,000.00	\$35,000.00
	PT-2006-03-09-03	Durant P D	\$20,000.00	\$.00	\$20,000.00	\$.00	\$20,000.00	\$20,000.00
	PT-2006-03-10-03	El Reno P D	\$20,000.00	\$.00	\$20,000.00	\$.00	\$20,000.00	\$20,000.00
	PT-2006-03-11-02	Enid P D	\$20,000.00	\$.00	\$20,000.00	\$.00	\$20,000.00	\$20,000.00
	PT-2006-03-12-03	Guthrie P D	\$23,000.00	\$.00	\$23,000.00	\$.00	\$23,000.00	\$23,000.00
	PT-2006-03-13-03	Lawton P D	\$80,000.00	\$.00	\$80,000.00	\$.00	\$80,000.00	\$80,000.00
	PT-2006-03-14-03	Midwest City P D	\$38,000.00	\$.00	\$38,000.00	\$.00	\$38,000.00	\$38,000.00
	PT-2006-03-15-02	Moore P D	\$25,000.00	\$.00	\$25,000.00	\$.00	\$25,000.00	\$25,000.00
	PT-2006-03-16-03	Norman P D	\$70,000.00	\$.00	\$70,000.00	\$.00	\$70,000.00	\$70,000.00
	PT-2006-03-17-03	Oklahoma County S O	\$160,000.00	\$.00	\$160,000.00	\$.00	\$160,000.00	\$160,000.00
	PT-2006-03-18-01	Owasso P D	\$40,000.00	\$.00	\$40,000.00	\$.00	\$40,000.00	\$40,000.00
	PT-2006-03-19-03	Sand Springs P D	\$10,000.00	\$.00	\$10,000.00	\$.00	\$10,000.00	\$10,000.00
	PT-2006-03-21-02	Purcell P D	\$15,000.00	\$.00	\$15,000.00	\$.00	\$15,000.00	\$15,000.00
	PT-2006-03-22-05	Sapulpa P D	\$44,000.00	\$.00	\$44,000.00	\$.00	\$44,000.00	\$44,000.00
	PT-2006-03-23-03	Stillwater P D	\$15,000.00	\$.00	\$15,000.00	\$.00	\$15,000.00	\$15,000.00
	PT-2006-03-24-04	Tahlequah P D	\$15,000.00	\$.00	\$15,000.00	\$.00	\$15,000.00	\$15,000.00
	PT-2006-03-25-06	Tulsa County S O	\$110,000.00	\$.00	\$110,000.00	\$.00	\$110,000.00	\$110,000.00
	PT-2006-03-26-10	Tulsa P D	\$100,000.00	\$.00	\$100,000.00	\$.00	\$100,000.00	\$100,000.00
	PT-2006-03-27-02	The Village P D	\$12,000.00	\$.00	\$12,000.00	\$.00	\$12,000.00	\$12,000.00
	PT-2006-04-01-00	P I & E - In-House Programs	\$15,000.00	\$.00	\$15,000.00	\$.00	\$15,000.00	\$.00
	PT-2006-04-02-02	OU - Conference Planning	\$100,000.00	\$.00	\$100,000.00	\$.00	\$100,000.00	\$30,000.00

HIGHWAY SAFETY PLAN COST SUMMARY
2006 – HSP - 1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
NHTSA								
	PT-2006-07-01-00	Program Area Management	\$304,555.00	\$1,000,000.00	\$304,555.00	\$.00	\$304,555.00	\$.00
Police Traffic Services Total			\$1,451,155.00	\$1,000,000.00	\$1,451,155.00	\$.00	\$1,451,155.00	\$1,057,500.00
Traffic Records								
	TR-2006-06-01-06	CODES	\$50,000.00	\$.00	\$50,000.00	\$.00	\$50,000.00	\$.00
	TR-2006-06-03-03	OU - Crash Reporting	\$50,000.00	\$.00	\$50,000.00	\$.00	\$50,000.00	\$.00
	TR-2006-07-01-00	Program Area Management	\$85,700.00	\$.00	\$85,700.00	\$.00	\$85,700.00	\$.00
Traffic Records Total			\$185,700.00	\$.00	\$185,700.00	\$.00	\$185,700.00	\$.00
Railroad/Highway Crossings								
	RH-2006-02-01-02	Oklahoma Operation Lifesaver	\$10,648.00	\$.00	\$10,648.00	\$.00	\$10,648.00	\$.00
Railroad/Highway Crossings Total			\$10,648.00	\$.00	\$10,648.00	\$.00	\$10,648.00	\$.00
Paid Advertising								
	PM-2006-02-01-06	Brothers & Co.	\$20,000.00	\$.00	\$20,000.00	\$.00	\$20,000.00	\$.00
	PM-2006-04-01-00	Sports Marketing Program	\$202,880.00	\$.00	\$202,880.00	\$20,000.00	\$222,880.00	\$.00
Paid Advertising Total			\$222,880.00	\$.00	\$222,880.00	\$20,000.00	\$242,880.00	\$.00
NHTSA 402 Total			\$2,850,000.00	\$1,215,700.00	\$2,850,000.00	\$20,000.00	\$2,870,000.00	\$1,252,100.00
157 Incentive Funds								
	157OP-2006-02-01-05	OK State Dept of Health	\$85,000.00	\$.00	\$85,000.00	\$.00	\$85,000.00	\$85,000.00
	157OP-2006-02-02-06	St Francis Hosp- Tulsa SafeKids	\$42,000.00	\$.00	\$42,000.00	\$.00	\$42,000.00	\$.00
	157OP-2006-05-02-00	Seat Belt & Child Restraint Surveys	\$44,763.00	\$.00	\$44,763.00	\$.00	\$44,763.00	\$.00
157 Occupant Protection Total			\$171,763.00	\$.00	\$171,763.00	\$.00	\$171,763.00	\$85,000.00
157 Pedestrian Safety								
	157PS-2006-04-01-00	P I & E - In-House Programs	\$2,451.00	\$44,054.00	\$2,451.00	\$.00	\$2,451.00	\$.00
157 Pedestrian Safety Total			\$2,451.00	\$44,054.00	\$2,451.00	\$.00	\$2,451.00	\$.00
157 Traffic Records								
	157TR-2006-05-01-00	Print Evaluation - OK Press	\$2,000.00	\$.00	\$2,000.00	\$.00	\$2,000.00	\$.00
157 Traffic Records Total			\$2,000.00	\$.00	\$2,000.00	\$.00	\$2,000.00	\$.00
157 Incentive Funds Total			\$176,214.00	\$44,054.00	\$176,214.00	\$.00	\$176,214.00	\$85,000.00
NHTSA Total			\$3,026,214.00	\$1,259,754.00	\$3,026,214.00	\$20,000.00	\$3,046,214.00	\$1,337,100.00
Total			\$3,026,214.00	\$1,259,754.00	\$3,026,214.00	\$20,000.00	\$3,046,214.00	\$1,337,100.00

**HSP MATCH REVIEW
2006 - HSP**

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2006-07-01-00	\$215,700.00	\$215,700.00 50%	\$200,700.00	\$15,000.00	\$0.00 0%	\$215,700.00 50%	\$215,700.00 100%
			\$215,700.00			\$0.00	\$215,700.00	\$215,700.00
	Planning and Administration Total	\$215,700.00	50%	\$200,700.00	\$15,000.00	0%	50%	100%
Alcohol								
	AL-2006-01-01-00	\$1,000.00	\$0.00 0%	\$1,000.00	\$0.00	\$1,000.00 100%		
	AL-2006-02-01-09	\$60,000.00	\$0.00 0%	\$60,000.00	\$0.00	\$60,000.00 100%		
	AL-2006-02-02-03	\$59,600.00	\$0.00 0%	\$59,600.00	\$0.00	\$59,600.00 100%		
	AL-2006-02-03-06	\$43,000.00	\$0.00 0%	\$43,000.00	\$0.00	\$43,000.00 100%		
	AL-2006-02-04-05	\$73,667.00	\$0.00 0%	\$73,667.00	\$0.00	\$0.00 0%		
	AL-2006-03-01-01	\$26,700.00	\$0.00 0%	\$26,700.00	\$0.00	\$0.00 0%		
	AL-2006-04-01-00	\$16,700.00	\$0.00 0%	\$8,700.00	\$8,000.00	\$0.00 0%		
	AL-2006-07-01-00	\$108,750.00	\$0.00 0%	\$58,750.00	\$50,000.00	\$0.00 0%		
	Alcohol Total	\$389,417.00	\$0.00 0%	\$331,417.00	\$58,000.00	\$163,600.00 42%		
Motorcycle Safety								
	MC-2006-04-01-00	\$1,500.00	\$0.00 0%	\$1,500.00	\$0.00	\$0.00 0%		
	MC-2006-07-01-00	\$1,500.00	\$0.00 0%	\$1,500.00	\$0.00	\$0.00 0%		
	Motorcycle Safety Total	\$3,000.00	\$0.00 0%	\$3,000.00	\$0.00	\$0.00 0%		
Occupant Protection								
	OP-2006-01-01-00	\$1,000.00	\$0.00 0%	\$1,000.00	\$0.00	\$1,000.00 100%		

**HSP MATCH REVIEW
2006 - HSP**

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	OP-2006-02-01-00	\$2,500.00	\$0.00 0%	\$2,500.00	\$0.00	\$0.00 0%		
	OP-2006-02-02-01	\$30,000.00	\$0.00 0%	\$30,000.00	\$0.00	\$30,000.00 100%		
	OP-2006-02-03-07	\$88,000.00	\$0.00 0%	\$88,000.00	\$0.00	\$0.00 0%		
	OP-2006-02-04-06	\$63,000.00	\$0.00 0%	\$63,000.00	\$0.00	\$0.00 0%		
	OP-2006-02-05-08	\$60,000.00	\$0.00 0%	\$60,000.00	\$0.00	\$0.00 0%		
	OP-2006-04-01-00	\$27,000.00	\$0.00 0%	\$13,000.00	\$14,000.00	\$0.00 0%		
	OP-2006-04-02-00	\$222,880.00	\$0.00 0%	-\$53,000.00	\$53,000.00	\$0.00 0%		
	OP-2006-07-01-00	\$100,000.00	\$0.00 0%	\$50,000.00	\$50,000.00	\$0.00 0%		
Occupant Protection Total		\$594,380.00	\$0.00 0%	\$254,500.00	\$117,000.00	\$31,000.00 8%		
Pedestrian/Bicycle Safety								
	PS-2006-04-01-00	\$0.00	\$0.00 0%	\$0.00	\$0.00	\$0.00 0%		
Pedestrian/Bicycle Safety Total		\$0.00	\$0.00 0%	\$0.00	\$0.00	\$0.00 0%		
Police Traffic Services								
	PT-2006-02-01-00	\$21,100.00	\$0.00 0%	\$11,100.00	\$10,000.00	\$17,000.00 81%		
	PT-2006-04-02-02	\$100,000.00	\$0.00 0%	\$50,000.00	\$50,000.00	\$30,000.00 30%		
	PT-2006-04-01-00	\$15,000.00	\$0.00 0%	\$5,000.00	\$10,000.00	\$0.00 0%		
	PT-2006-03-27-02	\$12,000.00	\$0.00 0%	\$12,000.00	\$0.00	\$12,000.00 100%		
	PT-2006-03-26-10	\$100,000.00	\$0.00 0%	\$100,000.00	\$0.00	\$100,000.00 100%		
	PT-2006-03-25-06	\$110,000.00	\$0.00 0%	\$110,000.00	\$0.00	\$110,000.00 100%		
	PT-2006-03-24-04	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		

**HSP MATCH REVIEW
2006 - HSP**

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2006-03-23-03	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00		\$15,000.00 100%	
	PT-2006-03-22-05	\$44,000.00	\$0.00 0%	\$44,000.00	\$0.00		\$44,000.00 100%	
	PT-2006-03-21-02	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00		\$15,000.00 100%	
	PT-2006-07-01-00	\$304,555.00	\$1,000,000.00 77%	\$154,555.00	\$150,000.00		\$0.00 0%	
	PT-2006-03-20-05	\$0.00	\$0.00 0%	\$0.00	\$0.00		\$0.00 0%	
	PT-2006-03-19-03	\$10,000.00	\$0.00 0%	\$10,000.00	\$0.00		\$10,000.00 100%	
	PT-2006-03-18-01	\$40,000.00	\$0.00 0%	\$40,000.00	\$0.00		\$40,000.00 100%	
	PT-2006-03-17-03	\$160,000.00	\$0.00 0%	\$160,000.00	\$0.00		\$160,000.00 100%	
	PT-2006-03-16-03	\$70,000.00	\$0.00 0%	\$70,000.00	\$0.00		\$70,000.00 100%	
	PT-2006-03-15-02	\$25,000.00	\$0.00 0%	\$25,000.00	\$0.00		\$25,000.00 100%	
	PT-2006-03-14-03	\$38,000.00	\$0.00 0%	\$38,000.00	\$0.00		\$38,000.00 100%	
	PT-2006-03-13-03	\$80,000.00	\$0.00 0%	\$80,000.00	\$0.00		\$80,000.00 100%	
	PT-2006-03-12-03	\$23,000.00	\$0.00 0%	\$23,000.00	\$0.00		\$23,000.00 100%	
	PT-2006-03-11-02	\$20,000.00	\$0.00 0%	\$20,000.00	\$0.00		\$20,000.00 100%	
	PT-2006-03-10-03	\$20,000.00	\$0.00 0%	\$20,000.00	\$0.00		\$20,000.00 100%	
	PT-2006-03-09-03	\$20,000.00	\$0.00 0%	\$20,000.00	\$0.00		\$20,000.00 100%	
	PT-2006-03-08-03	\$0.00	\$0.00 0%	\$0.00	\$0.00		\$0.00 0%	
	PT-2006-03-07-04	\$35,000.00	\$0.00 0%	\$35,000.00	\$0.00		\$35,000.00 100%	

**HSP MATCH REVIEW
2006 - HSP**

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2006-03-06-02	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	PT-2006-03-05-06	\$53,500.00	\$0.00 0%	\$53,500.00	\$0.00	\$53,500.00 100%		
	PT-2006-03-02-02	\$20,000.00	\$0.00 0%	\$20,000.00	\$0.00	\$20,000.00 100%		
	PT-2006-03-03-03	\$20,000.00	\$0.00 0%	\$20,000.00	\$0.00	\$20,000.00 100%		
	PT-2006-03-01-03	\$25,000.00	\$0.00 0%	\$25,000.00	\$0.00	\$25,000.00 100%		
	PT-2006-03-04-05	\$25,000.00	\$0.00 0%	\$25,000.00	\$0.00	\$25,000.00 100%		
			\$1,000,000.00			\$1,057,500.00		
Police Traffic Services Total		\$1,451,155.00	41%	\$1,231,155.00	\$220,000.00	73%		
Traffic Records								
	TR-2006-06-01-06	\$50,000.00	\$0.00 0%	\$50,000.00	\$0.00	\$0.00 0%		
	TR-2006-06-03-03	\$50,000.00	\$0.00 0%	\$50,000.00	\$0.00	\$0.00 0%		
	TR-2006-07-01-00	\$85,700.00	\$0.00 0%	\$45,700.00	\$40,000.00	\$0.00 0%		
	TR-2006-06-02-03	\$0.00	\$0.00 0%	\$0.00	\$0.00	\$0.00 0%		
Traffic Records Total		\$185,700.00	0%	\$145,700.00	\$40,000.00	0%		
Railroad/Highway Crossings								
	RH-2006-02-01-02	\$10,648.00	\$0.00 0%	\$10,648.00	\$0.00	\$0.00 0%		
Railroad/Highway Crossings Total		\$10,648.00	0%	\$10,648.00	\$0.00	0%		
Paid Advertising								
	PM-2006-02-01-06	\$0.00	\$0.00 0%	\$20,000.00	\$0.00	\$0.00 0%		
	PM-2006-04-01-00	\$0.00	\$0.00 0%	\$169,880.00	\$53,000.00	\$0.00 0%		
Paid Advertising Total		\$0.00	0%	\$189,880.00	\$53,000.00	0%		
NHTSA 402 Total		\$2,850,000.00	30%	\$2,367,000.00	\$503,000.00	44%	\$215,700.00 50%	\$215,700.00 8%

**HSP MATCH REVIEW
2006 - HSP**

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
157 Incentive Funds								
	157OP-2006-02-01-05	\$85,000.00	\$0.00 0%	\$0.00	\$85,000.00	\$85,000.00 100%		
	157OP-2006-02-02-06	\$42,000.00	\$0.00 0%	\$0.00	\$42,000.00	\$0.00 0%		
	157OP-2006-05-02-00	\$44,763.00	\$0.00 0%	\$0.00	\$44,763.00	\$0.00 0%		
157 Occupant Protection Total		\$171,763.00	\$0.00 0%	\$0.00	\$171,763.00	\$85,000.00 49%		
157 Pedestrian Safety								
	157PS-2006-04-01-00	\$2,451.00	\$44,054.00 95%	\$0.00	\$2,451.00	\$0.00 0%		
157 Pedestrian Safety Total		\$2,451.00	\$44,054.00 95%	\$0.00	\$2,451.00	\$0.00 0%		
157 Traffic Records								
	157TR-2006-05-01-00	\$2,000.00	\$0.00 0%	\$0.00	\$2,000.00	\$0.00 0%		
157 Traffic Records Total		\$2,000.00	\$0.00 0%	\$0.00	\$2,000.00	\$0.00 0%		
157 Incentive Funds Total		\$176,214.00	\$44,054.00 20%	\$0.00	\$176,214.00	\$85,000.00 48%		
NHTSA Total		\$3,026,214.00	\$1,259,754.00 29%	\$2,367,000.00	\$679,214.00	\$1,337,100.00 44%	\$215,700.00 50%	\$215,700.00 7%
Total		\$3,026,214.00	\$1,259,754.00 29%	\$2,367,000.00	\$679,214.00	\$1,337,100.00 44%	\$215,700.00 50%	\$215,700.00 7%

FY 2006 Highway Safety Contract Information

Project Number	Project Name	Budget Amount (New)	Budget Amount (Carryforward)	Local Benefit	State/Local Funds
PA- 06- 07- 01- 00	Planning & Administration	200,700.00	15,000.00		215,700.00
	Sub-Total	200,700.00	15,000.00	0.00	215,700.00
AL- 06- 01- 01- 00	Alcohol and Other Drug Countermeasure Training	1,000.00		1,000.00	
AL- 06- 02- 01- 09	Community Service Council - CRASHs Court	60,000.00		60,000.00	
AL- 06- 02- 02- 03	District Attorney's Council Safety Resource Prosecutor	59,600.00		59,600.00	
AL- 06- 02- 03- 06	Norman P D - DRE/DEC Program	43,000.00		43,000.00	
AL- 06- 02- 04- 05	SFST Certification and Update Training TBD	73,667.00			
AL- 06- 03- 01- 01	OU PD	26,700.00			
AL- 06- 04- 01- 00	PI&E - In-House Programs	8,700.00	8,000.00		
AL- 06- 07- 01- 00	Program Area Management	58,750.00	50,000.00		
	Sub-Total	331,417.00	58,000.00	163,600.00	0.00
MC- 06- 04- 01- 00	PI&E - In-House Programs	1,500.00			
MC- 06- 07- 01- 00	Program Area Management	1,500.00			
	Sub-Total	3,000.00	0.00	0.00	0.00
OP- 06- 01- 01- 00	OP Training	1,000.00		1,000.00	
OP- 06- 02- 01- 00	Employer Programs	2,500.00			
OP- 06- 02- 02- 01	Chickasaw Nation Off. Of Envrn Hlth - CPS Project	30,000.00		30,000.00	
OP- 06- 02- 03- 07	EMSA Child Seat Safety Training	88,000.00			
OP- 06- 02- 04- 06	Latino Community Traffic Safety Program	63,000.00			
OP- 06- 02- 05- 08	OK SafeKids Coalition	60,000.00			
OP- 06- 04- 01- 00	PI&E - In-House Programs	13,000.00	14,000.00		
OP- 06- 07- 01- 00	Program Area Management	50,000.00	50,000.00		
	Sub-Total	307,500.00	64,000.00	31,000.00	0.00
PS- 06- 04- 01- 00	PI&E - In-House Programs	TBD			
	Sub-Total	0.00	0.00	0.00	0.00
PT- 06- 02- 01- 00	Professional Development for LE	11,100.00	10,000.00	17,000.00	
PT- 06- 03- 01- 03	Altus P D	25,000.00		25,000.00	
PT- 06- 03- 02- 02	Beaver County S O	20,000.00		20,000.00	
PT- 06- 03- 03- 03	Bethany P D	20,000.00		20,000.00	
PT- 06- 03- 04- 05	Bixby P D	25,000.00		25,000.00	
PT- 06- 03- 05- 06	Broken Arrow P D	53,500.00		53,500.00	
PT- 06- 03- 06- 02	Choctaw P D	15,000.00		15,000.00	
PT- 06- 03- 07- 04	Creek County S O	35,000.00		35,000.00	
PT- 06- 03- 08- 03	Cherokee County S O	TBD			
PT- 06- 03- 09- 03	Durant P D	20,000.00		20,000.00	
PT- 06- 03- 10- 03	El Reno P D	20,000.00		20,000.00	
PT- 06- 03- 11- 02	Enid P D	20,000.00		20,000.00	
PT- 06- 03- 12- 03	Guthrie P D	23,000.00		23,000.00	
PT- 06- 03- 13- 03	Lawton P D	80,000.00		80,000.00	
PT- 06- 03- 14- 03	Midwest City P D	38,000.00		38,000.00	
PT- 06- 03- 15- 02	Moore P D	25,000.00		25,000.00	
PT- 06- 03- 16- 03	Norman P D	70,000.00		70,000.00	
PT- 06- 03- 17- 03	Oklahoma County S O	160,000.00		160,000.00	
PT- 06- 03- 18- 01	Owasso P D	40,000.00		40,000.00	
PT- 06- 03- 19- 03	Sand Springs P D	10,000.00		10,000.00	
PT- 06- 03- 20- 05	Oklahoma Highway Patrol	TBD			
PT- 06- 03- 21- 02	Purcell P D	15,000.00		15,000.00	
PT- 06- 03- 22- 05	Sapulpa P D	44,000.00		44,000.00	
PT- 06- 03- 23- 03	Stillwater P D	15,000.00		15,000.00	

FY 2006 Highway Safety Contract Information

Project Number	Project Name	Budget Amount (New)	Budget Amount (Carryforward)	Local Benefit	State/Local Funds
PT- 06- 03- 24- 04	Tahlequah P D	15,000.00		15,000.00	
PT- 06- 03- 25- 06	Tulsa County S O	110,000.00		110,000.00	
PT- 06- 03- 26- 10	Tulsa P D	100,000.00		100,000.00	
PT- 06- 03- 27- 02	The Village P D	12,000.00		12,000.00	
PT- 06- 04- 01- 00	PI&E - IN-House Programs	5,000.00	10,000.00		
PT- 06- 04- 02- 02	Oklahoma University - Conf Planning	50,000.00	50,000.00	30,000.00	
PT- 06- 07- 01- 00	Program Area Management	154,555.00	150,000.00		1,000,000.00
	Sub Total	1,231,155.00	220,000.00	1,057,500.00	1,000,000.00
TR- 06- 06- 01- 06	CODES	50,000.00			
TR- 06- 06- 02- 03	DPS Records Management	TBD			
TR- 06- 06- 03- 03	Oklahoma University - Crash Reporting	50,000.00			
TR- 06- 07- 01- 00	Program Area Management	45,700.00	40,000.00		
	Sub Total	145,700.00	40,000.00	0.00	0.00
RH- 06- 02- 01- 02-	Oklahoma Operation Lifesaver	10,648.00			
	Sub Total	10,648.00	0.00	0.00	0.00
PM 06- 02- 01- 06	Brothers & Co.	20,000.00			
PM- 06- 04- 02- 00A	Action Sports Media	14,000.00			
PM- 06- 04- 02- 00B1	Express Sports - Blazers/PBR	19,750.00			
PM- 06- 04- 02- 00B2	Express Sports - Oilers	13,250.00			
PM- 06- 04- 02- 00C	Host Communications	52,500.00			
PM- 06- 04- 02- 00D	Learfield Sports	70,380.00	53,000.00		
	Sub Total	189,880.00	53,000.00	0.00	0.00
402 FUNDS	TOTAL	\$2,420,000.00	\$450,000.00	\$1,252,100.00	\$1,215,700.00
157OP-06 02 01-05	OK State Dept of Health	0.00	85,000.00	85,000.00	
157OP-06 02 02-06	Saint Francis Hosp - Tulsa SafeKids	0.00	42,000.00		
157TR-06 05 01-00	Print Evaluation - OK Press	0.00	2,000.00		
157OP-06 05 02-00	Seat Belt & Child Restraint Surveys	0.00	44,763.00		
157PS-06 04 01-00	PI&E - IN-House Programs	0.00	2,451.00		44,054.00
157 INCENTIVE FUNDS	TOTAL	0.00	176,214.00	85,000.00	44,054.00
NHTSA Funds	TOTAL	\$2,420,000.00	\$626,214.00	\$1,337,100.00	\$1,259,754.00
QN6-06-04 04 00 (PT)	Law Enforcement Training		2,500.00		
QN6-06-02 04 01 (AL)	Okla State - Admin. Off. of the Courts		80,000.00		
QN6060-03-01 08 (PT)	Edmond P D		65,000.00	65,000.00	
QN5-06-03 02 02 (PT)	Oklahoma City P D		125,000.00	125,000.00	
QN6-06-03 03 03 (PT)	OSU P D		41,000.00		
QN6-03-03 04 07 (PT)	Warr Acres P D		10,000.00	10,000.00	
QN6-03-03 05 00 (PT)	Mobilization Incentives		30,000.00	24,000.00	
QN6-06-04 04 00 (OP)	PI&E - IN-House Programs		16,516.00		
QN6-06-04 02 00F (PM)	Redhawks		25,000.00		
QN6-06-04 02 00G (PM)	Tulsa Drillers		10,490.00		
QN6-06-04 02 00H (PM)	Yard Dawgs		10,000.00		
163 FUNDS-thru ODOT -	TOTAL	0.00	415,506.00	224,000.00	0.00
FY2005 funds¹					
DTNH22-03-H-47207 ²	CODES Netwk(5/15/03 - 5/15/08)		65,480.00		
DTNH22-92-Y-07036 ³	FARS		\$42,000.00		
21115TND ⁴	CVARS Grant(12/6/04-9/30/08)		971,263.80		
2004 thru 2005 ⁵	Enforcing Ungerage Drinking Laws Program		\$659,433.80		

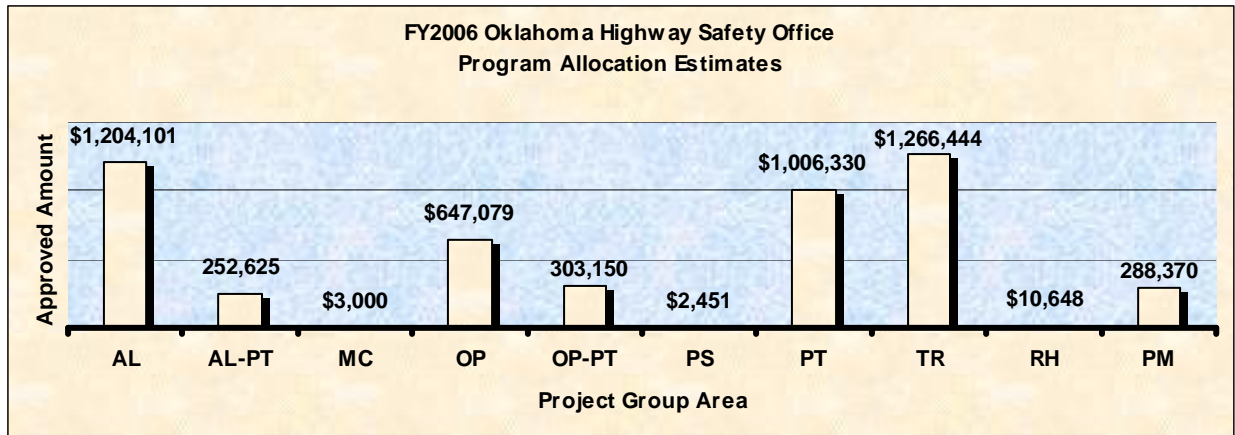
FY 2006 Highway Safety Contract Information

Project Number	Project Name	Budget Amount (New)	Budget Amount (Carryforward)	Local Benefit	State/Local Funds
TOTAL OF ALL FUNDS		\$4,158,177.60	\$1,041,720.00	\$1,561,100.00	\$1,259,754.00

1. 163 Funds to be reimbursed through the Oklahoma Department of Transportation.
2. CODES Network is a multiple year agreement; the approved amount is an estimate for July 2005 thru May 2006.
3. FARS is a multiple year agreement; the approved amount is an estimate for the beginning of federal fiscal year 2006.
4. CVARS is a multiple year agreement; the approved amount is an estimate for July 2005 thru May 2008.
5. Juvenile Justice Grants (OJJDP) represent several grant and multiple year agreements; the approved amount is the balance as of July 1, 2005 (2004AHFX0004 and 2005AHFX0006).

OKLAHOMA HIGHWAY SAFETY OFFICE
FY 2006 Oklahoma Highway Safety Plan Information
Program Allocation Estimates

Project Area	Approved Amount	Obligated vs. Total Budget
PA	215,700.00	4.15%
AL	389,417.00	7.49%
OJJDP	659,433.80	12.68%
QN6 Projects	\$80,000.00	1.54%
QN6 Projects (25% AL)	75,250.00	1.45%
AL from PT (20%)	252,625.00	4.86%
Alcohol Related Projects	1,456,725.80	28.01%
MC	3,000.00	0.06%
OP	371,500.00	7.14%
QN6 Projects	16,516.00	0.32%
QN6 Projects (25% OP)	87,300.00	1.68%
157 Incentive funds	171,763.00	3.30%
OP from PT (30%)	303,150.00	5.83%
Occu. Protection Related Projects	950,229.00	18.27%
PS	0.00	0.00%
157 Incentive funds	2,451.00	0.05%
Pedestrian Safety Related Projects	2,451.00	0.05%
PT	895,380.00	17.22%
QN6 (50% PT)	108,450.00	2.09%
QN6	2,500.00	0.05%
Police Traffic Related Projects	1,006,330.00	19.35%
TR	185,700.00	3.57%
157 Incentive funds	\$2,000.00	0.04%
DTNH22-03-H-07207	\$65,480.00	1.26%
DTNH22-92-Y-07036	\$42,000.00	0.81%
21115TND	\$971,263.80	18.68%
Traffic Records Related Projects	1,266,443.80	24.36%
RH	10,648.00	0.20%
PM	242,880.00	4.67%
QN6 Projects	45,490.00	0.87%
Paid Media	288,370.00	5.55%
TOTAL	\$5,199,897.60	100%



**HIGHWAY SAFETY PLAN
DISTRIBUTION
(9/01/2005)**

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FARS Analyst	1
Resource Manager	1
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Accounting Technician	1
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Administrative Specialist	1
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CVARS Coordinator	1
Stock	20
NHTSA, South Central Region	3
FHWA	1
FMCSA	1
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