

# Oklahoma Highway Safety Office

## FY2012 Performance Plan and Highway Safety Plan

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**The Honorable Mary Fallin, Governor of Oklahoma**

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

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## EXECUTIVE SUMMARY

As FY 2011 comes to a close, we can look back on some significant accomplishments and look forward to addressing the challenges of FY 2012. The overwhelming good news is that Oklahoma is on track for continued reductions in traffic fatalities. After a peak of 803 fatalities in 2005, we have seen steady reductions each year to the current 668 (early state and 2010 estimates). Alcohol impaired occupant fatalities have decreased from 242 in 2008 to 235 in 2009 (FARS).

We are continuing to address our seat belt use rate with an aggressive, multifaceted program. Under the direction of a full time Law Enforcement Occupant Protection Specialist, law enforcement agencies, traffic safety advocates, educational professionals and local media outlets, the OHSO continues to implement the provisions of a statewide occupant protection plan. Concentrating primarily on central Oklahoma, we are forging new coalitions; creating new partnerships and developing new focused law enforcement initiatives. Our efforts are beginning to pay off. Unrestrained occupant fatalities decreased from 338 in 2008 to 306 in 2009, with early 2010 estimates indicating a continuation of that downward trend. Although our most recent survey shows the current use rate remained unchanged at 89.5%, the rate for the metropolitan Oklahoma City area, the focus of most of our recent efforts, has increased. Central to our effort is the "Clicks on Route 66" program. The program is designed to increase awareness along that fabled corridor and to leverage law enforcement efforts through joint checkpoints and saturation patrols. The program has proven popular and is being expanded to include the states of Illinois, Missouri, Texas, New Mexico and Arizona. It is our belief that with this traditional combination of education, awareness and enforcement, we will continue to a positive impact on Oklahoma's seat belt use rate.

Unfortunately, certain specific categories of traffic collisions are not as favorably represented. As motorcycle registrations in our state continue to dramatically increase, we are challenged to hold the line on fatal motorcycle collisions. Motorcycle fatalities increased from 89 in 2008 to 108 in 2009. In FY 2010 we partnered with the Edmond Police Department to develop a statewide motorcycle safety and awareness program. That project has shown tremendous potential and in FY 2012 we are expanding it to include the Oklahoma Highway Patrol and the Broken Arrow Police Department. The state's Motorcycle Safety Advisory Committee is fully functioning and has a dedicated funding stream which should significantly increase our ability to impact motorcycle safety. The good news is that early state estimates indicate a significant downturn in motorcyclist fatalities for 2010.

Since 2005, the number of persons killed in alcohol related collisions has remained relatively constant. In 2009 we experienced 235 fatalities compared to 232 in 2005, a 1.3% increase. The average for the past 5 years has been 226. While maintaining our core impaired driving support programs, we are dramatically increasing the number of law enforcement agencies conducting impaired driving prevention projects. Beyond our statewide Section 410 program involving the Oklahoma Highway Patrol and the Oklahoma County Sheriff's Office, we are working with approximately 50 local and county law enforcement agencies in order to reduce the number of Oklahomans affected by this most preventable of collisions.

We are continuing our ‘targeted community’ approach to high collision areas of the state initiated in FY 2009. However, beginning FY 2012 we will be focusing our efforts on high collision corridors, regardless of jurisdiction. Working with the Oklahoma Department of Transportation and the Oklahoma Highway Patrol, the State will be designating certain roadways as “High Collision Corridors”. Through coordination of state, county and local resources, it is our intent to enforce, educate and engineer collision solutions along these corridors.

The Oklahoma Highway Safety Office is proud of the significant accomplishments of our partners in recent years and we look forward to addressing future challenges. We believe our FY 2012 Highway Safety Plan to be a sound, comprehensive approach to reducing fatal and serious injuries from traffic related collisions.

### **Legislative Issues**

During the most recent session of the Oklahoma legislature, 1st of the 53<sup>rd</sup>, many bills were introduced in an effort to improve traffic safety in Oklahoma. OHSO supported legislation directed at impaired drivers, distracted driving and improved occupant protection. A review of legislation enacted during FY 2011 will be included in the FY 2011 Annual Report.

In the upcoming session, 2<sup>nd</sup> of the 53<sup>rd</sup>, it is our intent to work with the Department of Public Safety’s legislative staff to generate support in two major categories; distracted driving and occupant protection. It is our belief that increasing fines for failure to wear seat belts will be the most effective means of reducing unrestrained fatalities in Oklahoma. Although impaired driving related fatalities remain relatively unchanged in recent years, we believe the current laws are sufficient and intend to focus our resources on increased enforcement and awareness as major impaired driving countermeasures.

## **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*

**FY 2012**  
**PERFORMANCE PLAN**

## Oklahoma Demographics

Oklahoma ranks 18<sup>th</sup> in size with a land area of 68,667<sup>1</sup> square miles and is located almost in the center of the United States. It is bordered by Texas to the south, Arkansas and Missouri to the east, Kansas and Colorado to the north and New Mexico and Texas to the west. Western Oklahoma, mostly in the Panhandle, is the Great Plains Region and is flat with few trees and water. The central two-third of the State is the Osage Plains with gently rolling hills, broken up by the Wichita Mountains and the Arbuckle Mountains in the southwest. The Gypsum Hills are to the west. The Ozark Plateau in the northeastern corner of the State is a green, hilly region with streams cutting steep valleys into the limestone formations. The Arkansas Valley is to the south of the Ozark Plateau. The Ouachita Mountains in the southeast are mostly sandstone ridges separated by narrow valley. Along the Red River in the southeastern part of the State is the West Gulf Coastal Plain.

Oklahoma's roadway system of 113,147<sup>2</sup> total miles includes 669 miles of Interstate, 559 miles of Turnpike, 11,601 miles of State and Federal Highways, 284 miles of State Park roads, 86,665 miles of county roads, and 12,865 miles of local city streets.<sup>3</sup>

The 2010 Census shows Oklahoma's population increased by over 300,000 (8.7%) to a total population of 3,751,351 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 2010 show the following counts for Oklahoma: White only-72.2%, American Indian/Alaska native only-7.4%, Black/African American only-7.4%, Asian only-1.7%, Native Hawaiian/Pacific Islander only 0.1%. The Hispanic or Latino Origin population increased by 85.2% from 1990 to 2010.

There were 3,882,026 registered vehicles in Oklahoma in 2010 with 74.1% (2,887,797) registered automobiles. Motorcycle registrations have increased dramatically. Since 2005 registrations have increased from 81,693 to 124,926 in 2010; a 53% increase! There were 2,533,888 licensed drivers in Oklahoma in 2010.<sup>4</sup> There are 152 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.<sup>5</sup> In addition to the Oklahoma Highway Patrol, there are 338 police departments, 77 sheriff offices, and 36 campus police departments.<sup>6</sup> The State of Oklahoma ranks as the largest employer in Oklahoma, followed by Wal-Mart/Sam's Club and Tinker Air Force Base. Wal-Mart/Sam's Club ranks as a Fortune 500 player with a large Oklahoma presence.<sup>7</sup>

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<sup>1</sup> Oklahoma Crash Facts. 2010 Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

<sup>2</sup> Oklahoma Crash Facts. 2010 Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

<sup>3</sup> Oklahoma Total Road Mileage: Mileage as of December 31, 2000. Oklahoma Department of Transportation, Planning Division, GIS management Branch, Road Inventory Section. 2001.

<sup>4</sup> Oklahoma Crash Facts. 2010. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

<sup>5</sup> Oklahoma State Department of Health.

<sup>6</sup> Oklahoma Association of Chiefs of Police.

<sup>7</sup> Oklahoma Department of Commerce. Major Oklahoma Employers. September 8, 2010



## 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 an annual Crash Facts book analyzing collisions for the most recent and past several years of state data. **Traffic collisions are organized into a variety of classifications; i.e. KAB [Fatalities, Incapacitating Injuries, Non-Incapacitating Injuries], Fatal, Unsafe Speed, Alcohol/Drug-Related, Motorcycle, Pedestrian, and Bicycle. An in-depth analysis is done to determine primary causation, location, contributing factors, vehicle type, time of day, day of week, age, gender, etc.** This information is applied to each county and city in Oklahoma with a population of over 5,000. While this analysis allows for in depth planning and program countermeasures, for uniformity FARS data alone are used to define the state's goals in the annual Highway Safety Plan and Performance Plan. Every effort is made to ensure that state data and FARS data are consistent in comparable categories.

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

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

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

Population data are derived from the latest census information collected by the U.S. Census Bureau and published by the Oklahoma Department of Commerce. Population data are

evaluated each year, based on the latest census and are considered in the development of the Problem Identification.

A Traffic Records Assessment was conducted in November 2009 and the Oklahoma Traffic Records Council used this report to establish new goals to improve our traffic records program. Those goals are reviewed and amended as necessary on an annual basis. Much improvement is being made in traffic records in Oklahoma due to funds earmarked for traffic records through SAFETEA-LU legislation.

## **LIST AND DESCRIPTION OF DATA SOURCES**

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

The Oklahoma Department of Public Safety (DPS) collects fatality and other crash reports. The majority of collision reports are received as paper copies and are manually input by the Records Management Division into the DPS mainframe computer. Recent improvements have allowed for electronic submission by all OHP troopers and in CY 2010, several select communities began submitting reports via the Internet. The data are then downloaded into a DB2 server where the analyst can access the data. Data are analyzed using SPSS software. Very recent improvements allow for all electronic collision reports to be submitted to the University of Oklahoma for uniform formatting and error checking prior to submitting to DPS.

### **Occupant Protection Surveys**

**The University of Central Oklahoma is our contractor for the State's annual occupant protection and child restraint surveys.** Their first survey for this office has recently been conducted and the results are being analyzed at the time of this publication. Although the survey results are included in this document, they were not available to be considered during our Problem Identification process. Historical data have been used to establish future benchmarks. Safety belt and child restraint surveys are conducted each year using NHTSA's approved methods to determine the State's use rate. It is our intent to conduct another motorcycle helmet use observational surveys in FY 2012. Results of the FY 11 survey will be discussed in the FY 11 Annual Report.

### **FARS**

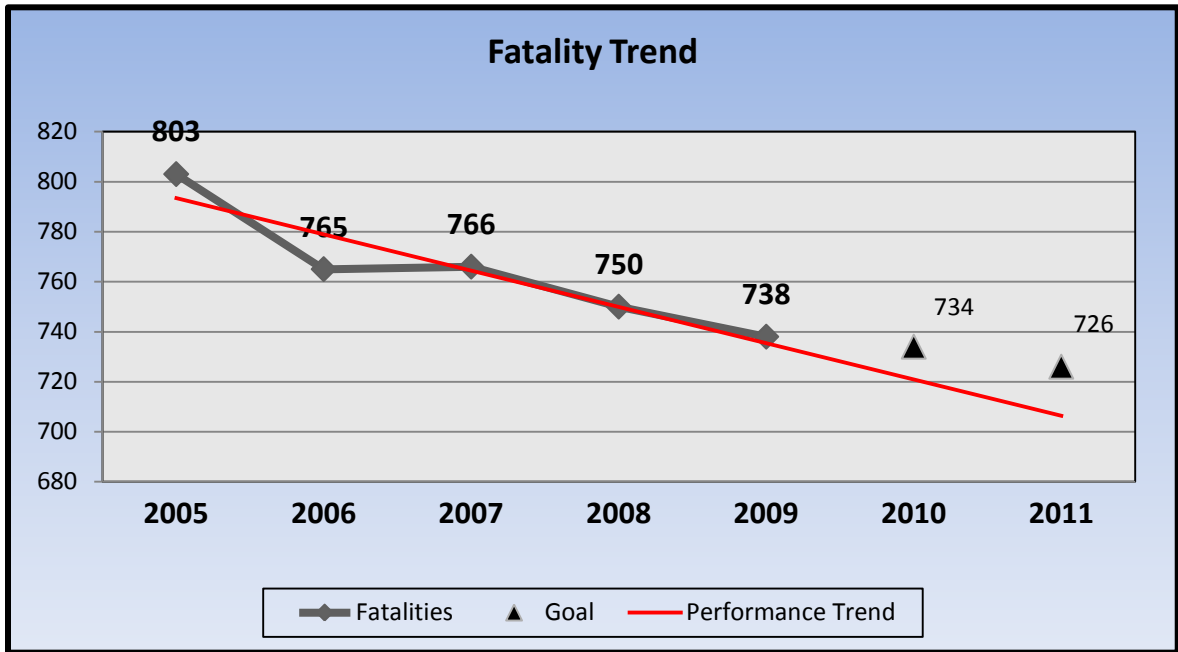
**For consistency, the most recently available FARS data (2009) are used to establish OHSO's performance measures. That information, supplemented by DPS injury and Oklahoma Tax Commission vehicle mileage data, is used to set future goals and evaluate past progress.** DPS and FARS data are regularly evaluated for accuracy and if discrepancies are found, research is conducted to determine the cause and necessary corrections are made.

## **Crash Rates**

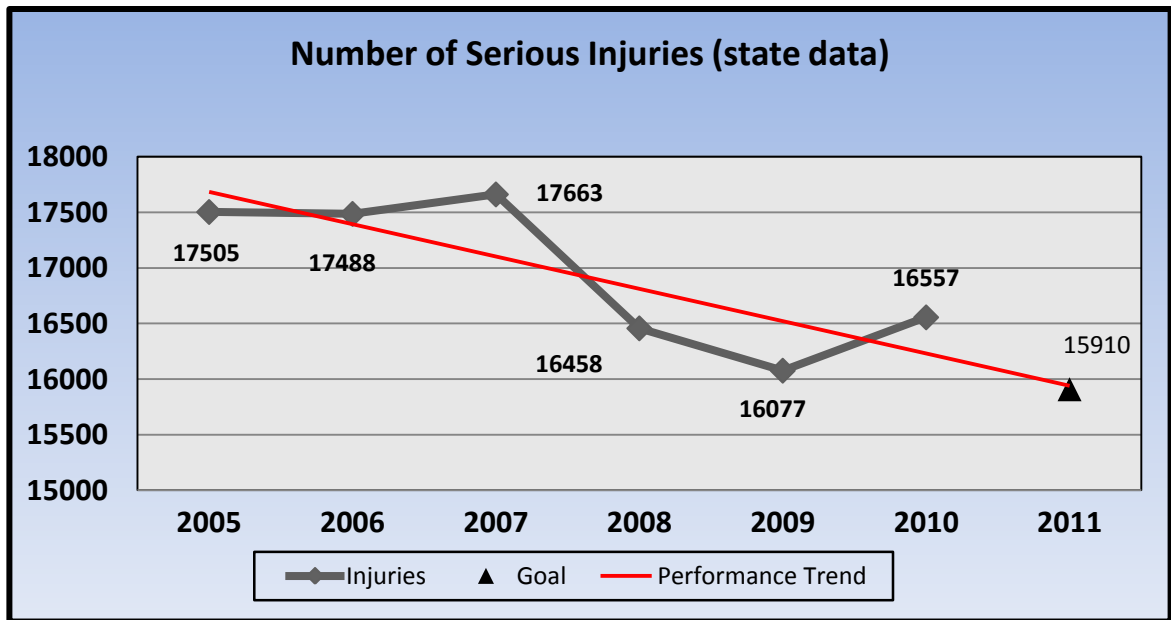
The Oklahoma Department of Transportation and the Oklahoma Tax Commission provide vehicle miles traveled for the entire State and each county within Oklahoma. Population data are obtained from the Oklahoma Department of Commerce. Crash, Fatality, and injury rates for counties and for the state are computed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

## **PROBLEM IDENTIFICATION**

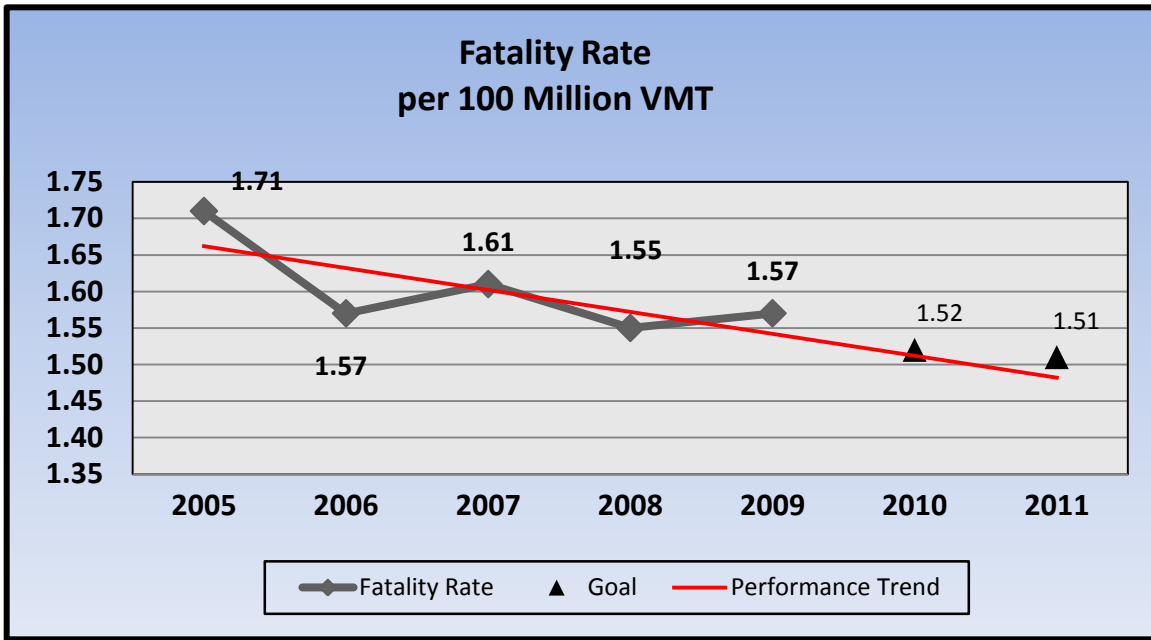
The Oklahoma Highway Safety Offices uses a variety of data sources in order to define our collision challenges. The following performance charts are based on 5 years of final FARS data, unless otherwise noted. State projections for the current and previous year are included to provide insight with regard to previously established performance measures.



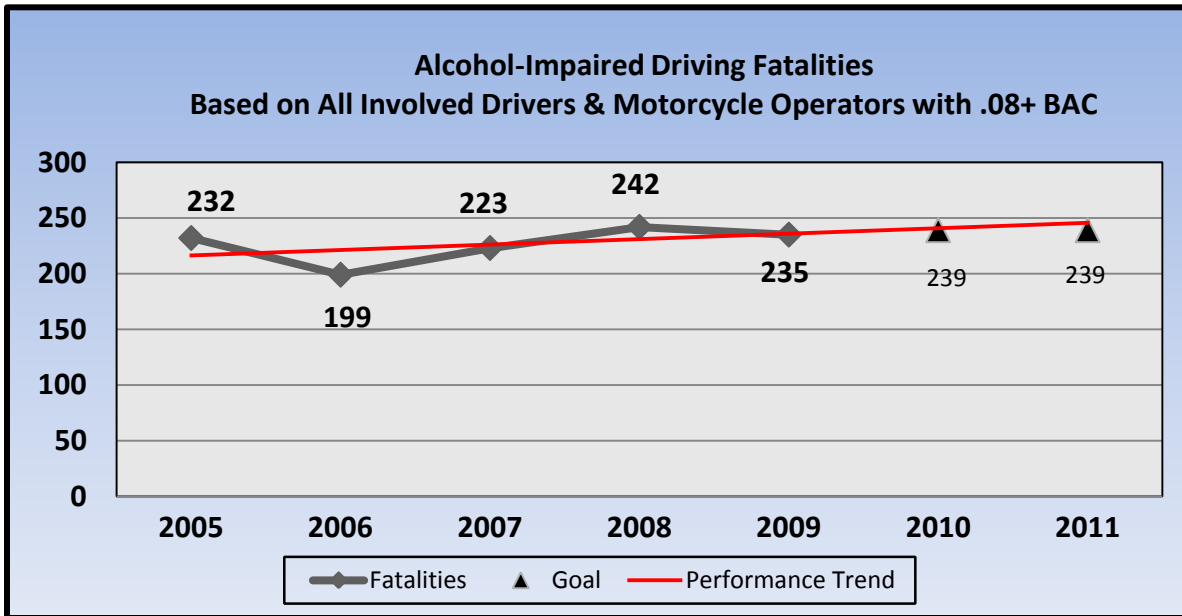
The number of fatalities in traffic crashes in Oklahoma has steadily decreased over the past five years (2005 – 2009). For that time frame, fatalities have decreased 8% and early state estimates for 2010 indicate continued decreases.



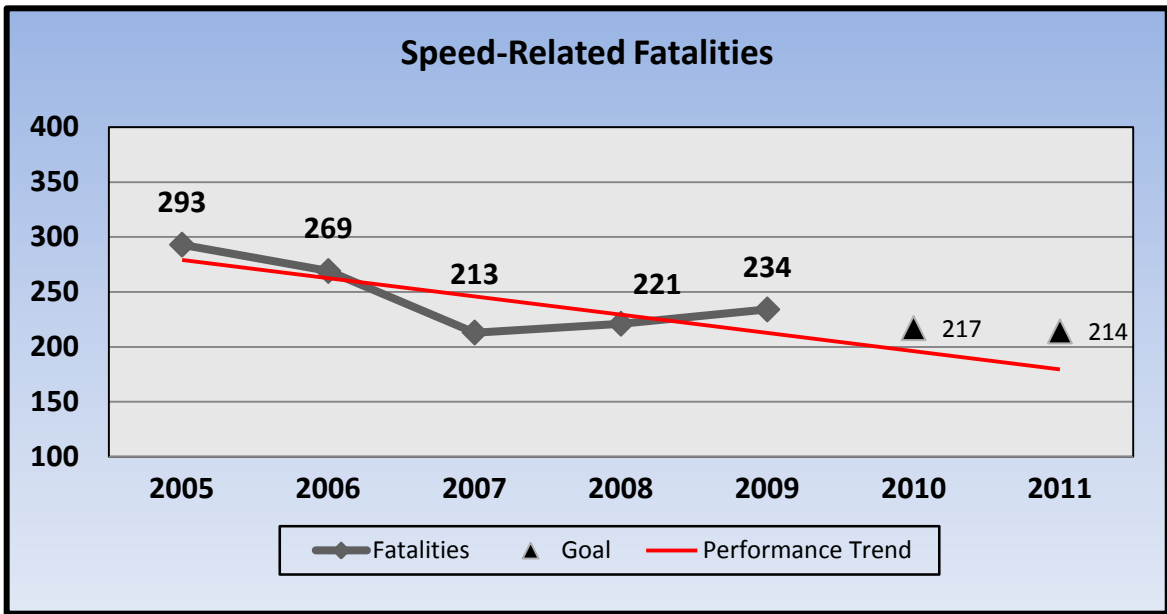
State data indicate an increase in serious injuries over 2009; however, the 6 year trend line suggests a continuation of the overall decreases since 2005. Since that year we have experienced a 5.4% reduction. The trend line indicates we are right on target for our 2011 goal projection.



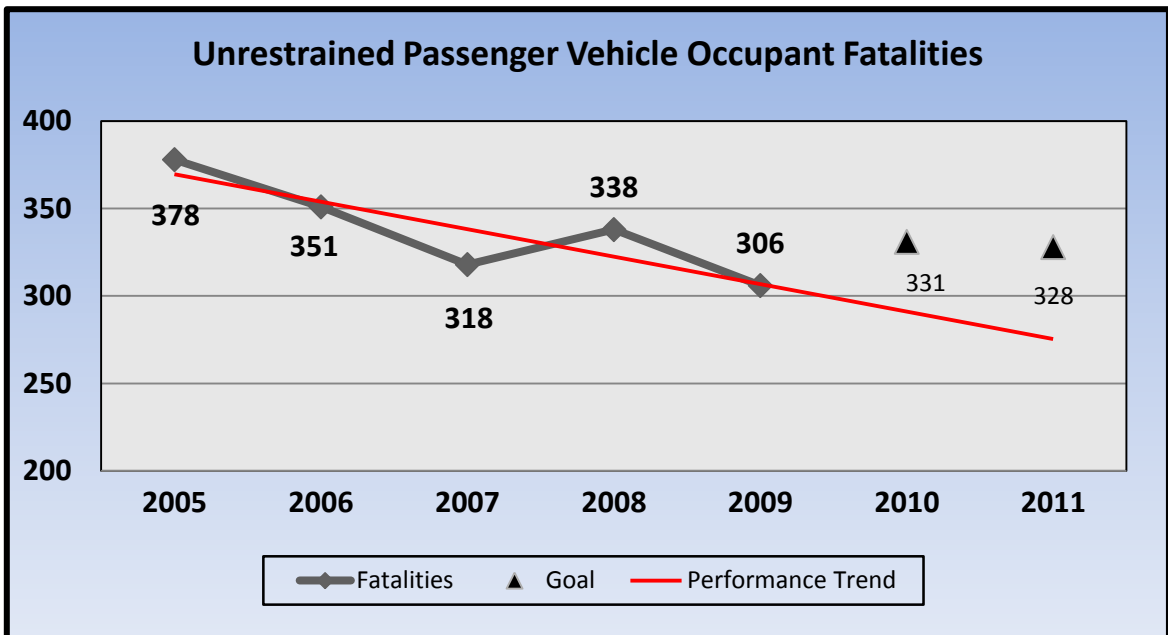
Oklahoma’s fatality rate per 100 million VMT increased somewhat for 2009, even though the number of fatalities continues to drop. Our most recent rate of 1.57 is well below the rate of 1.71 in 2005. The trend line suggests continued decreases for 2010 and right in line with our 2010 and 2011 goal projections.



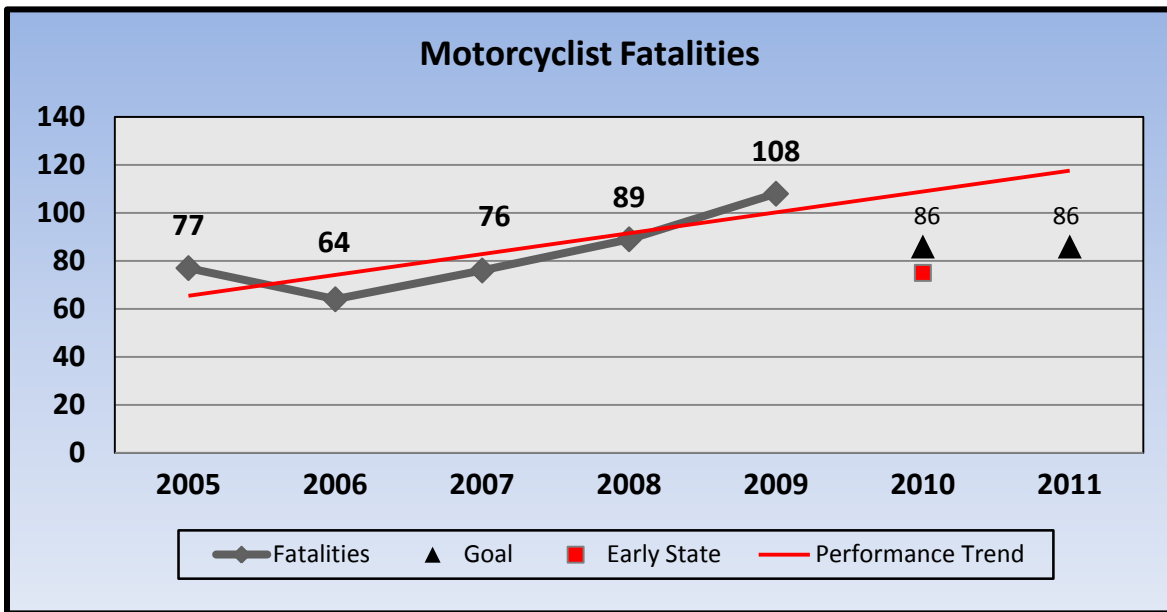
Fatalities in alcohol-impaired traffic crashes increased steadily from 2006 to 2008. Oklahoma experienced a decrease from 242 in 2008 to 235 in 2009. The trend line suggests a slight increase for 2010.



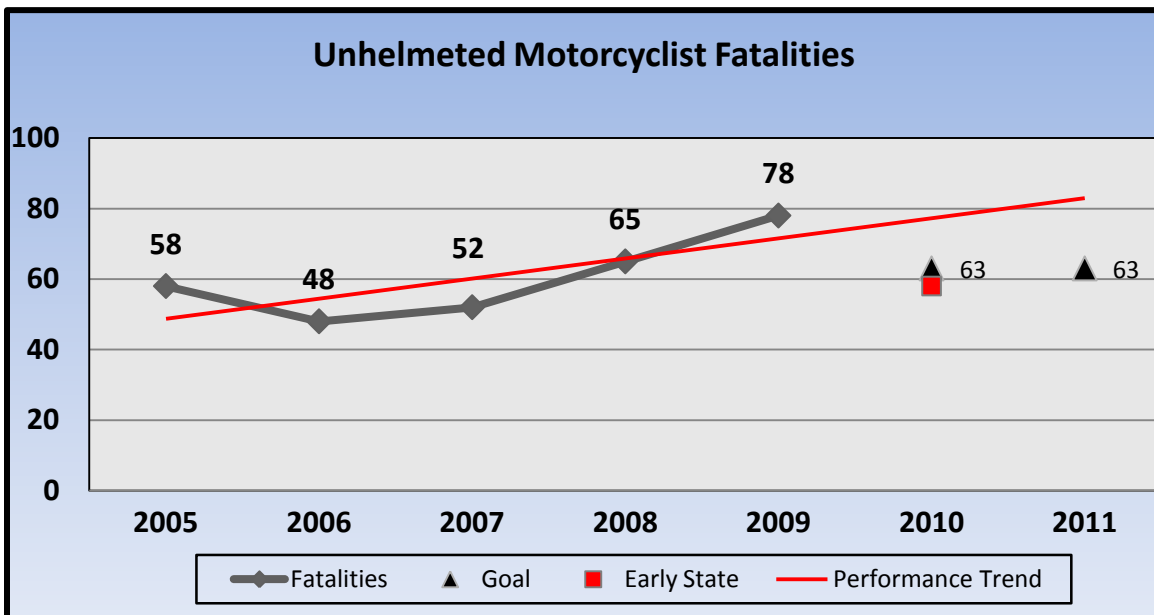
Fatalities in speed-related crashes decreased 27.3% from 2005 to 2007. This significant reduction places the slight increases in 2008 and 2009 out of perspective. Over the past 5 years the number of people fatally injured in speed related collisions has decreased by 20.1%. The trend line suggest our goals for 2010 and 2011 are achievable.



The number of unrestrained fatalities decreased significantly from 2005 to 2009. This drop from 378 to 306 represents a 19.0% reduction. The latest FARS data (2009) indicate a reduction from 338 in 2008 to 306 in 2009 (9.5%). The trend line suggests reductions well below our 2010 and 2011 projections.

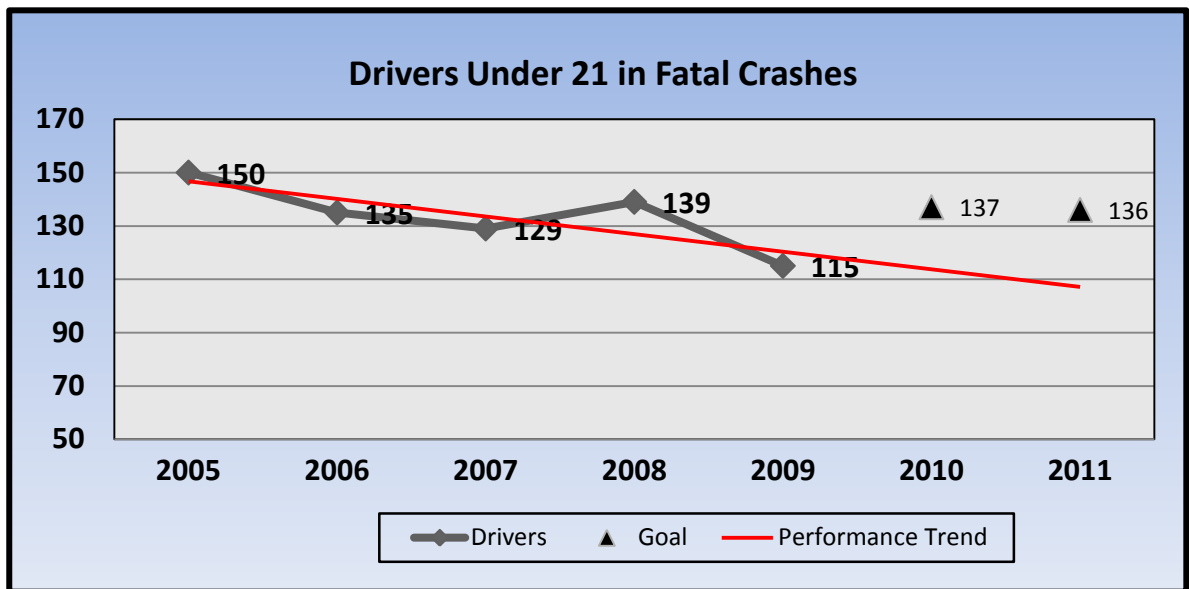


Unfortunately, the number of motorcyclist fatalities in Oklahoma continues to increase. With the ever increasing number of motorcycle registrations in Oklahoma, our goal of maintaining fatalities at the 2008 level has proven to be a challenge. Although we saw a 21.3% increase in 2009, early 2010 figures (state) reflect a significant decrease.

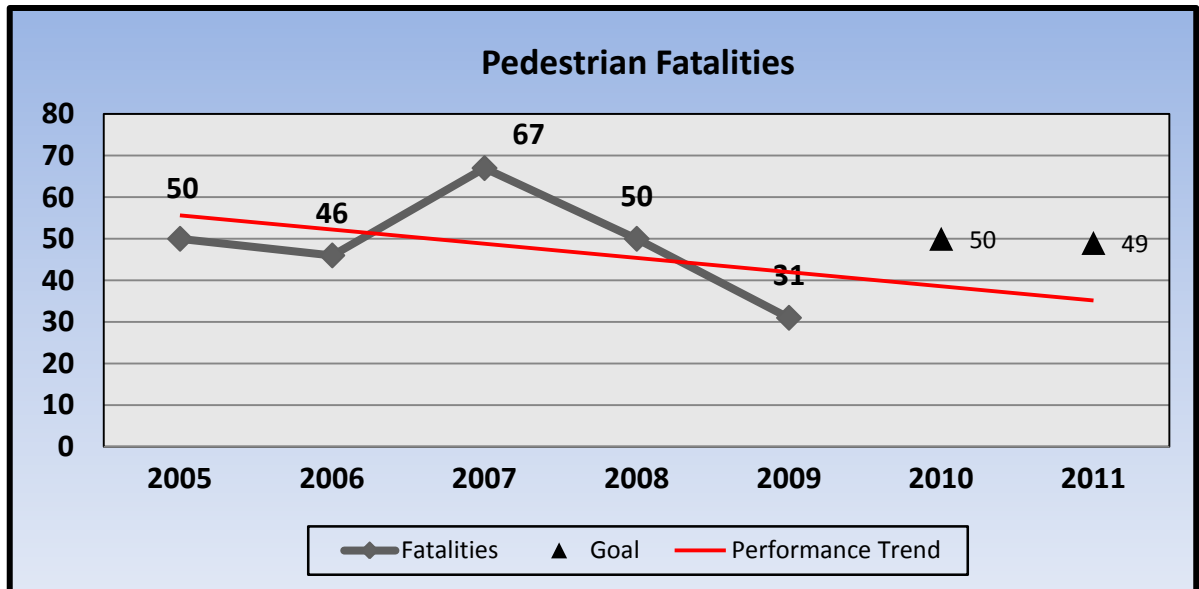


The number of un-helmeted motorcyclist fatalities increased steadily from 2006 to the present (2009). Just as motorcycle fatalities have increased, so have un-helmeted fatalities; fortunately, early 2010 (state) data indicate a decrease for 2010.

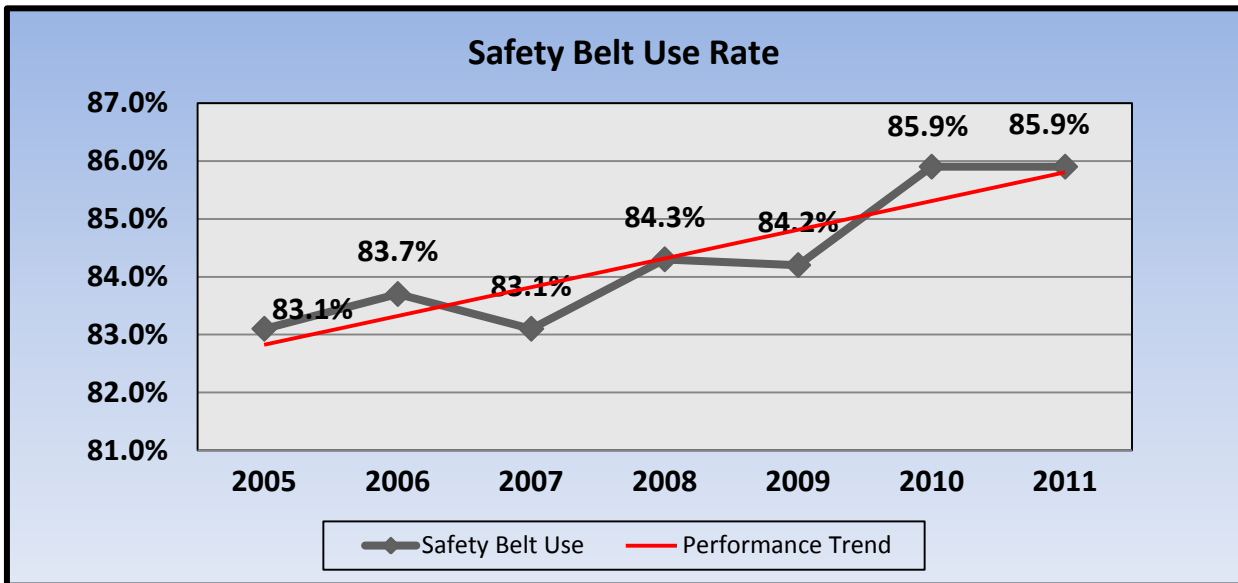




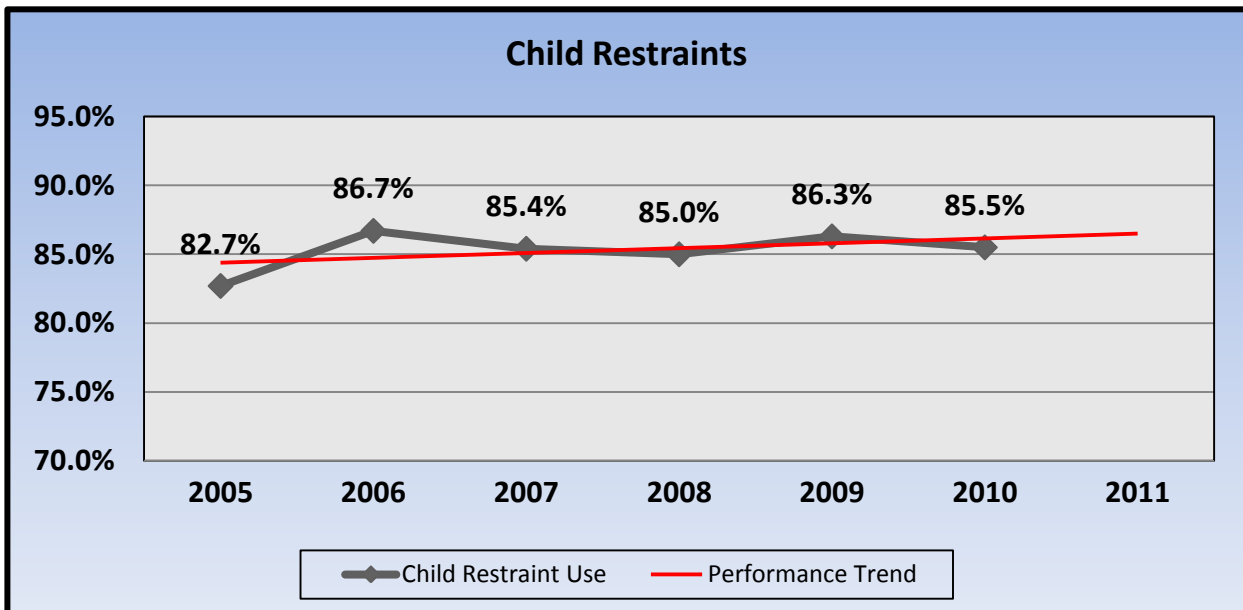
The number of drivers under age 21 involved in fatal crashes continue to decrease. Since 2005, drivers under age 21 fatally injured in collisions has decreased 23.3% from 150 to 115 in 2009. Trend line suggests a continued decrease.



Pedestrian fatalities decreased from 50 in 2008 to 31 in 2009, a 38% decrease. With the exception of a spike in 2007, they have steadily decreased since 2005. The trend line suggests continued decreases.



Seat belt use rates in Oklahoma ‘plateaued’ between 2006 and 2009, with very little change. In early 2010, we implemented an aggressive enforcement and awareness program to increase Oklahoma belt use and experienced an increase to 85.9%. However, our most recent survey indicates no change over 2010.



Oklahoma’s CPS use rate has remained relatively unchanged since 2006. Between that date and the most recent survey (2010), we show a slight reduction from 86.7% to 85.5% (1.2%). It is our belief that changes to our CPS program during FY 10 and FY 11 will result in an increase.

## HIGHWAY SAFETY PLANNING PROCESS

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

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

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

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

The OHSO also chairs regular meetings of the Oklahoma Highway Safety Forum, a traffic safety advocacy groups, consisting of senior representatives of OHSO, FHWA, FMSCA, Safe Kids Oklahoma, AAA Oklahoma, ODOT, Oklahoma Association of Chiefs of Police,

etc. This group discusses highway safety issues and solutions, legislation, and any subject related to highway safety.

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

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

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

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

**January:** Establish preliminary state goals and post for applicant reference. **Post state goals on web-site for applicant consideration.**

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

- April:** Implement project selection process.
- April – May:** When required, receive Department of Central Services applications. Program and project selections completed.
- June:** Send out project selection letters.
- June-July:** Develop grant agreements/ Create Highway Safety Plan/Performance Plan (HSP/PP)/ Finalize state goals for project implementation.
- August:** Submit HSP/PP.
- September:** Draft grant agreements.
- October:** Implement grant agreements and contracts.
- November:** Draft Annual Report.
- December:** Submit Annual Report.

## **ESTABLISHING GOALS AND PERFORMANCE MEASURES**

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

The entire OHSO staff meets to consider how well last year’s goals and performance measures were met and to consider the input from our statewide partners. These meetings are conducted at least twice a year; prior to HSPP and Annual Report submission. The process is subjective.

The specific performance goals and target dates were set based on past trends and the staff’s experience. Data from the last three to five years are used in setting goals. **NHTSA’s performance measures, published in the Region 6 Regional Action Plan, and the State’s Strategic Highway Safety Plan are considered and reviewed for consistency with OHSO’s performance measures. For FY 2012, recommendations of the FY 2011 SMR were reviewed for their potential impact on our proposed goals and performance measures. We review and encourage our partners to evaluate NHTSA’s publication, “Countermeasures That Work” and to establish similar, proven strategies.**

The OHSO recognizes that achievement of quantified performance goals is dependent not only on the work of the OHSO, but also on the collaborative and ongoing efforts of a multitude of government and private entities involved in improving highway safety.

Advances in vehicle technology, coupled with expanded participation by the public health and private sectors (Safe Communities Concept), and aggressive traffic safety education, enforcement and engineering programs should make the goals achievable.

## **PLANNING PARTICIPANTS AND PARTNERS**

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

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) Region 6 makes regular input for consideration, and the OHSO participated in strategic planning for them. The OHSO communicates with the Indian Nations concerning potential projects with Native American groups or tribes. The OHSO staff briefs groups and/or participates in meetings regularly. The OHSO's Law Enforcement Liaisons meet with law enforcement personnel on a regular basis. Each year a traffic safety forum is conducted where issues and priorities are discussed with partners.

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

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

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

## **FY 2012 PERFORMANCE MEASURES**

### **Overall Performance Measures**

To reduce the total number of traffic fatalities by 1.0% annually from 738 in 2009 to 695 in 2012.

To reduce the number of serious traffic related injuries by 1.0% annually from 16,557 in 2010 (current state data) to 16,227 in 2012.

To reduce the number of traffic related fatalities per 100 million vehicle miles traveled by .01 (F/VMT) annually from 1.57 in 2009 to 1.54 in 2012.

### **Occupant Protection Measures**

To reduce the number of unrestrained occupant fatalities, all seating positions by 2.0% annually from 306 in 2009 to 288 in 2012.

To increase the safety belt use rate from 85.9% in 2011 (most current) to 88.0% in 2012.

### **Alcohol/Impaired Driving Measure**

To reduce the number of fatalities involving drivers or motorcycle operators with .08+ BAC 1.0% annually from 235 in 2009 to 229 in 2012.

### **Speed Measure**

To reduce the number of speed related fatalities by 3.0% annually from 234 in 2009 to 213 in 2012.

### **Motorcycle Safety Measures**

To reduce the number of motorcyclist fatalities 1.0% per year from 89 in 2008 to 85 in 2012 (2008 used basis for projection as 2009 appears to be an anomaly).

To reduce the number of un-helmeted motorcyclist fatalities 1.0% per year from 65 in 2008 to 51 in 2012 (2008 used as a basis for projection as 2009 appears to be an anomaly).

### **Youthful Driver Measure**

To reduce the number of drivers under age 21 in fatal traffic crashes by 1.0% annually from 115 in 2009 to 112 in 2012.

### **Pedestrian Safety Measure**

To reduce the number of pedestrian related fatalities by 0.05% annually from 50 in 2008 to 49 in 2012. (2008 used as a basis for projection as 2009 appears to be an anomaly).

### **Railroad/Highway Crossing Measure**

To reduce the number of railroad highway crossing fatalities 10% from 16 in 2010 to 14 in 2012 (State data).

					Previous Goal Projections			Future Goal Projections			
CORE OUTCOME MEASURES*	FARS (Final)				Previous FY Goal Projection	Preliminary State Data **	Current FY Goal Projection	Short Term Goal	Intermediate Goal	Long Term Goal	
					2010	2010	2011	2012	2013	2014	
	2006 Baseline	2007	2008	2009 Most current	2010	2010	2011	2012	2013	2014	
<b>Overall</b>											
Traffic Fatalities	Total	765	766	750	738	734	668	726	695	681	667
	Rural	586	540	523	498	x	x	x	469	459	450
	Urban	179	226	226	240	x	x	x	226	222	217
Fatalities per 100 MVMT	Total	1.57	1.61	1.55	1.57	1.58	pending	1.51	1.54	1.53	1.52
	Rural	2.53	2.36	2.25	2.32	x	x	x	2.29	2.28	2.27
	Urban	0.7	0.92	0.9	0.94	x	x	x	0.91	0.90	0.89
Serious Injuries	State data	17488	17663	16458	16077	16130	16557 a	15910	16227	16065	15904
<b>Occupant Protection</b>											
Unrestrained Occupant Fatalities (all seating positions)		351	318	338	306	331	267	328	288	282	276
Observed Seat Belt Use Rate (front seat outboard occupants)		83.7	83.1	84.3	84.2	86.0	85.9 a	85.9a	88.0	88.5	89.0
Number of Grant Funded Seat Belt Citations		x	x	21808	18152	x	31276 a	x	x	x	x
<b>Alcohol-Impaired Driving</b>											
Fatalities Involving Driver or mc Operator with .08+ BAC		199	223	242	235	239	245	239	229	227	225
Number of Grant Funded Impaired Driving Arrests		x	x	4407	2948	x	3971 a	x	x	x	x
<b>Speeding</b>											
Speeding Related Fatalities		269	213	221	234	217	163	214	213	207	201
Number of Grant Funded Speeding Citations		x	x	34055	36987	x	50738 a	x	x	x	x
<b>Motorcyclists</b>											
Number of Motorcycle Fatalities		64	76	89	108	86	75	86	85	84	83
Number of Unhelmeted Motorcyclist Fatalities		48	52	65	78	62	58	63	51	50	50
<b>Youth</b>											
Number of Drivers under 21		135	129	139	115	137	97	136	112	111	110
<b>Pedestrians</b>											
Number of Pedestrian Fatalities		46	67	50	31	50	68	49	49	48	47

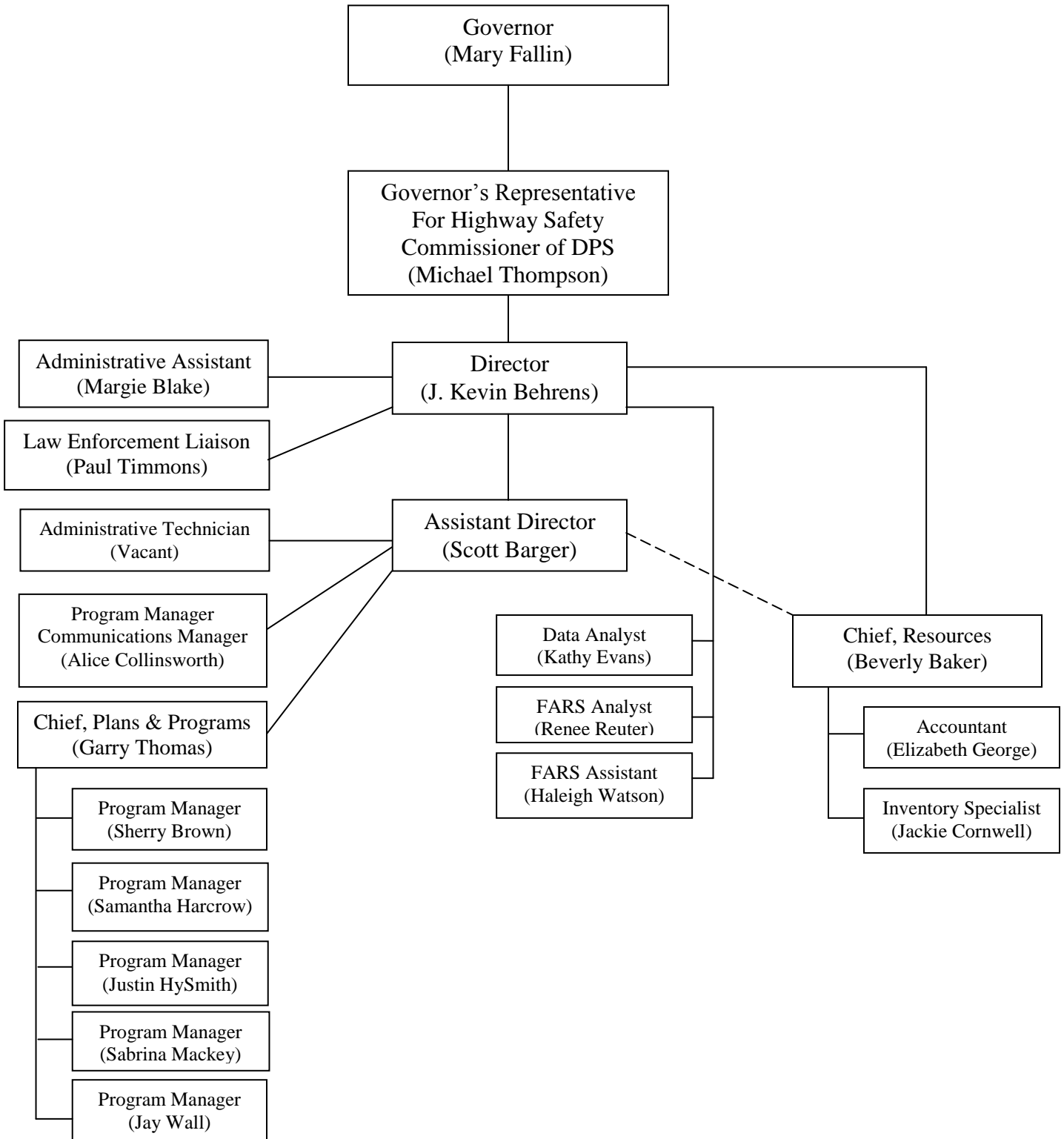
\* using FARS data unless noted

\*\*Preliminary state data for CY10 are used to assist in projections for 12 and beyond

(a) following entry indicates actual state measure, not early estimate.



# OKLAHOMA HIGHWAY SAFETY OFFICE



## PROJECT SELECTION AND DEVELOPMENT

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

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

For FY 12, the OHSO will be implementing a Traffic Corridor approach to targeting high collision areas of the state. Although our Targeted Area approach has been effective in building new partnerships and increasing enforcement in areas underrepresented by traffic law enforcement, we believe that coordinating traffic safety efforts of multiple jurisdictions along specific shared high collision corridors, we can be more effective. We will be working with our partners at the Oklahoma Department of Transportation in order to identify corridors and the Oklahoma Highway Patrol to coordinate state, county and local enforcement efforts. It is our intent to seek out potential partners and establish solid relationships, relying heavily on our Law Enforcement Liaisons.

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

## **OTHER HIGHWAY SAFETY ISSUES**

### **IMPAIRED DRIVING, SPEEDING AND OCCUPANT PROTECTION SURVEYS**

In July 2010, the first combined impaired driving, speeding and occupant protection ‘attitude survey’ was conducted in order to evaluate public attitudes and awareness regarding those topics. The results of the surveys were discussed in the FY 10 Annual Report. The survey was again conducted for FY 2011. The results changed little from the previous year. In general, that report concludes that drivers who engaged in risky behaviors were less concerned about the possibility of law enforcement intervention and were also less aware of the state’s marketing efforts. The survey will be conducted again in FY 2012. A summary of the FY 2011 report is included in the Appendix.

### **CORRIDOR PROJECTS**

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

A steering committee will guide site selection, project selection, implementation and evaluation. The committee membership will be reflective of the three agencies involved. Corridor selection will be based on ODOT’s Highway Safety Improvement Plan’s 5% listing. The Oklahoma Highway Patrol will provide enhanced enforcement of the corridors using existing local Troop resources. The Oklahoma Department of Transportation will assist with limited upgrade services such as right-of-way clearing, striping and signage as appropriate. Working through our OHP Law Enforcement Liaisons, OHSO will provide funding for appropriate agencies with traffic enforcement authority along the corridor.

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

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

## **NATIONAL MOBILIZATIONS**

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

## **HIGHWAY SAFETY PLAN**

### **HSP PROJECT LISTING BY PROGRAM (FUND) AREA**

OHSO carefully monitors all projects to ensure the appropriate use of restricted funds; Sections 402, 403, 406, 408, 410, 2010, etc. In order to address the State's impaired driving challenges in FY 2012, many of our projects were provided Section 410 funding in addition to funding appropriate to their primary program focus. When this is done, that project is generally listed in this document under the program area responsible for the majority of the funding. Therefore a project receiving 60% Section 402 funds for Police Traffic Services activities and 40% Section 410 funds for impaired driving activities, will be listed under PTS, with both funding sources listed. Grant agreements delineate between the separate fund sources and activities are carefully tracked and billed to the appropriate fund.

## **PLANNING AND ADMINISTRATION**

### **Planning and Administration Objectives**

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

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

Be the statewide leader in the highway traffic safety community.

### **Planning and Administrative Strategies**

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

## Planning and Administration Program Funding

**Project Number:** PA-12-07-01-00  
**Project Name:** Planning and Administration  
**Agency:** OHSO  
**Budget:** \$316,300 Section 402  
                   \$316,300 State of Oklahoma

**Description:** Personnel services to manage and provide administrative services for all Oklahoma Highway Safety Programs include: (expressed as a percentage of federal funding used for each full time position).

- 50% Director
- 100% Assistant Director
- 50% Chief of Resources
- 50% Accountant
- 50% Secretary
- 100% Administrative Technician (currently vacant)
- 100% Inventory Specialist

Other costs will include travel, training, office rent, office machines (rental, purchase and/or maintenance), office supplies, and other appropriate administrative expenditures.

### Planning and Administration: Budget Summary

Project Number					Project Name	Budget	Budget Source
PA-	12-	07-	01-	00	Planning & Administration	316,300.00	Section 402
						316,300.00	State of Oklahoma
<b>402 Total</b>						<b>316,300.00</b>	
<b>Total All Funds</b>						<b>632,600.00</b>	

## ALCOHOL / IMPAIRED DRIVING

### Alcohol / Impaired Driving Problem Identification

In 2009 there were 235 Alcohol/Drug related fatalities compared to 242 fatalities in 2008; an decrease of 2.94% reduction. Although alcohol and drug related fatalities are down slightly for 2009, they have remained relatively static since 2005.

### Alcohol / Impaired Driving Objective

To reduce Alcohol/Drug-Related fatalities involving driver or m/c operator with .08% BAC by 1.0% annually (235 in 2009 to 229 in 2012)

### Alcohol / Impaired Driving Strategies

- Educate prosecutors by continued employment of a Traffic Safety Resource prosecutor to provide training and information to prosecutors, and provide liaison services between the traffic safety community and other seasoned prosecutors.
- Educate the State judiciary by continuing to contract with a State Judicial Educator. The State Judicial Educator will provide information to judges and court members and provide liaison between the traffic safety community and other appropriate organizations.
- **Provide sustained enforcement of drinking and drugged drivers by funding and supporting State and local law enforcement programs. Market, coordinate and support multi-agency impaired driving enforcement programs. Dramatically increase the number of law enforcement agencies participating in funded impaired driving reduction programs.**
- 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. OHSO is focusing on ensuring ARIDE training is available to Oklahoma law enforcement officers, as SFST training is now provided during all CLEET certified officer basic programs.
- Support and require participation by law enforcement agencies in the national and State “Drive Sober or Get Pulled Over.” (DSOGPO) Crackdown, as well as all other national mobilization periods and campaigns. Four quarterly High Visibility Enforcement (HVE) events are scheduled for November 2011, January 2012, June, 2012, July, 2012 in support of impaired driving (Section 410) program.
- Provide incentive awards to noncontract agencies in order to encourage participation in the DSOGPO campaign. Discourage drunk driving and underage drinking through media

campaigns, sports marketing, earned media, and other community events (see Paid Media section on page 63).

- Work with the State’s OHSO/OHP/Motorcycle Advisory Committee and local law enforcement agencies on strategies that will increase public information and enforcement of impaired motorcyclists.
- Conduct statewide attitude surveys in order to gauge awareness of impaired driving issues

### **Alcohol / Impaired Driving Countermeasure Programs**

*Section 410 funded programs are planned only for activities authorized in 23 CFR 1313.6*

### **Community Impaired Driving Projects**

**Project Number:** Multiple: See Impaired Driving Budget Summary  
**Project Title:** Community Impaired Driving Enforcement Programs  
**Agencies:** 41 LE Agencies (See Description below and AL Budget Summary)  
**Budget:** See Alcohol Budget Summary      **Section:** 402 and 410

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

**Community Impaired Driving Projects include:** Atoka, Calera, Canadian County, Cleveland County, Coweta, Delaware County, Durant, Enid, Eufaula, Grove, Guthrie, Henryetta, Idabel, Kay County, Lawton, Logan County, Madill, Miami, Midwest City, Norman, Oklahoma City, Osage County, OSU PD, Payne County, Rogers County, Sallisaw, Sand Springs, Seminole, Seminole County, Shawnee, Skiatook, Stroud, Tahlequah, Tecumseh, Tulsa, Tulsa County, Vinita, Washington County, and Weatherford. OHP is statewide Impaired Driving program. (see AL Budget Summary for specific AL / 410 budget amounts. Bold type in budget chart indicates AL program area.)

**Project Number:** K8-12-03-97-01  
PT-12-03-37-01  
**Project Title:** Corridor Communities  
**Agency:** Multiple (TBD)  
**Budget:** \$80,000.00      **Section:** 410  
\$40,000.00      **Section:** 402



**Description:** OHSO has budgeted \$80,000 of Section 410 funding (in addition to \$40,000 of Section 402 funding) to address areas of the state that are overrepresented in Impaired Driving collisions, from which no application has been received. Working with the Corridor Project Steering Committee, OHP LEL's will market our corridor approach to appropriate traffic safety agencies along specified highways and pave the way for OHSO grant negotiations. These community enforcement projects will be combined with appropriate messaging and engineering activities in order to develop a comprehensive approach to impaired driving collision reduction. Projects may be split funded between 410 and 402, but each fund will be tracked and used for the appropriate enforcement/educational programs.

### **Training, Educational and Other Alcohol Programs**

**Project Number:** AL-12-02-01-16  
**Project Title:** Tulsa Community Services Council CRASHs Court  
**Agency:** Tulsa Community Services Council  
**Budget:** \$75,000.00 **Section:** 402

**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. The project will be developed for implementation throughout Oklahoma, and will allow numerous communities access to the program, with technical assistance and training provided by the Community Services Council (CSC) of Greater Tulsa.

**Project Number:** AL-12-02-02-09  
**Project Title:** District Attorneys Council Traffic Safety Resource Prosecutor (TSRP)  
**Agency:** Oklahoma District Attorneys Council  
**Budget:** \$135,048.00 **Section:** 402

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

**Project Number:** AL-12-02-03-12  
**Project Title:** Norman PD Drug Recognition Expert (DRE) Program  
**Agency:** Norman Police Department  
**Budget:** \$30,000.00 **Section:** 402

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

**Project Number:** AL-12-02-04-11  
**Project Title:** Oklahoma Association of Chiefs of Police ARIDE  
**Agency:** Oklahoma Association of Chiefs of Police (OACP)  
**Budget:** \$68,047.00    **Section:** 402

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

**Project Number:** K8-12-02-03-03  
**Project Title:** OU State Judicial Educator  
**Agency:** University of Oklahoma Continuing Legal Education  
**Budget:** \$92,365.00    **Section:** 410

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

**Project Number:** K8-12-06-01-04  
**Project Title:** OSBI Impaired Driving Testing Program  
**Agency:** Oklahoma State Bureau of Investigation  
**Budget:** \$79,800.00    **Section:** 410

**Description:** A full-time technician/chemist will be employed to operate the GC/MSD (gas chromatograph/mass selective detector) analysis machine. He will devote 100% of his/her time to the analysis of blood samples submitted to the OSBI laboratory for the prosecution of drug impaired driving cases. The services of the skilled technician will provide an efficient evaluation in a more timely manner, resulting in increased prosecution rates and fewer plea agreements.

**Project Number:** K8-12-06-02-04  
**Project Title:** OSBI Impaired Driving Testing Program  
**Agency:** Oklahoma State Bureau of Investigation  
**Budget:** \$340,800.00 **Section:** 410

**Description:** In order to improve the prosecution of drug impaired drivers, the OSBI will acquire a **Liquid Chromatograph-Mass Spectrometer-Mass Spectrometer (LC/MS/MS) Instrument 100% dedicated to analysis of blood samples from impaired driving cases.** After appropriate training, two Criminalists will be certified in the operation and use of the instrument. Following an in-house validation process, methods for quantification of specific drugs (initially including benzodiazepines, tricyclic antidepressants, opioids, methamphetamine and related compounds, cocaine, and hallucinogenic compounds) will be generated. Throughout the project additional drugs will be added to the testing protocol, continually expanding the use of the instrument to include more substances. This device will greatly enhance OSBI's ability to quickly process samples, beyond what is currently possible using a labor intensive two stage process of identification and quantification. This device will complement their previously provided MS/GS dedicated to detection of THC in impaired driving cases.

**Equipment:** See equipment justification in appendix

**Project Number:** K8-12-02-01-01  
**Project Title:** BOT Interlock Training Program  
**Agency:** Oklahoma Board of Chemical Tests  
**Budget:** \$21,000.00 **Section:** 410

**Description:** In an effort to increase awareness of Oklahoma's ignition interlock program, the Oklahoma Board of Chemical Tests will work with an appropriate vendor to produce a professional roll-call video to distribute to law enforcement, prosecutors and the judiciary. The video will not only create additional awareness, but will clarify recent changes to Oklahoma's mandatory Ignition Interlock law.

**Project Number:** K8-12-05-02-00  
**Project Title:** SIDNE Impaired Driving Simulator  
**Agency:** OHSO  
**Budget:** \$30,000.00 **Section:** 410

**Description:** SIDNE© (Simulated Impaired Driving Experience) is a program designed to deliver a hands-on campaign to address the abuse of alcohol and other drugs. The project includes an electric powered vehicle that simulates the delayed reaction of an impaired driver. It is a complete program including attendee materials, personnel safety items, instructor materials, remote master control and trailer for transportation to training and demonstration sites. Target audience will be younger, inexperienced drivers.

**Equipment:** See equipment justification in appendix

**Project Number:** K8-12-02-02-04  
**Project Title:** OSU Campus Police Traffic Safety and Alcohol Education Project  
**Agency:** Oklahoma State University Police Department  
**Budget:** \$37,750.00      **Section:** 410

**Description:** This project will fund 50% of a full-time officer of the OSU Police Department, who will devote 100% of his/her time to traffic and alcohol safety education and enforcement. He/She will develop and conduct safety presentations for the OSU community and surrounding communities on a regular basis. The assigned officer will work with the Stillwater Police Department Task Force to conduct compliance checks on adjacent establishments serving or selling alcohol to the public, and will work with the OSU Police Department to provide “special emphasis” enforcement targeting impaired driving and other alcohol violations during periods of increased alcohol usage, such as holidays and special events on campus.

### **Statewide Impaired Driving Projects Supporting Section 410 Grant Program**

**Project Number:** K8-12-03-30-05  
PT-12-03-06-05  
**Project Title:** Oklahoma County Occupant Protection and Impaired Driving Enforcement Program  
**Agency:** Oklahoma County Sheriff’s Office  
**Budget:** \$50,500.00      **Section:** 410  
\$110,500.00      402

**Description:** There are two major components to this law enforcement project; occupant protection awareness and enforcement; and impaired driving enforcement. Using Section 402 funds, Oklahoma County patrol and traffic deputies will target occupant protection violations in Oklahoma County. In addition, a full-time deputy will be employed to operate the CRASHs Court / Rollover Simulator programs. The goal of this effort will be to increase the seat belt use rate in central Oklahoma. Using Section 410 funds, deputies will conduct county-wide impaired driving enforcement initiatives. A public information and education effort will also be implemented to increase awareness concerning impaired driving issues. In addition to participation in the DSOGPO crackdown, deputies will conduct quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November as detailed in our Section 410 funding plan.

**Project Number:** K8-12-03-32-06  
**Project Title:** OHP Statewide Alcohol / Impaired Driving Enforcement  
**Agency:** Oklahoma Highway Patrol  
**Budget:** \$600,000.00      **Section:** 410

**Description:** The Oklahoma Highway Patrol will use experienced Troopers to implement a special statewide overtime traffic enforcement project, focusing on impaired driving violations. Troopers will be assigned to work overtime shifts to enforce alcohol-related traffic laws at high-risk locations in all 77 counties. In addition to participation in the

DDOLUA crackdown, troopers will conduct quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November. OHP officers will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

### In-House Impaired Driving Projects

**Project Number:** AL-12-07-01-00  
 K8-12-07-01-00  
**Project Title:** Alcohol and Other Drugs Program Area Management  
**Agency:** OHSO  
**Budget:** \$264,322.98                      **Section:** 402  
                   \$28,162.00                        **Section:** 410

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

80%	Program Manager	45%	Program Manager
50%	Program Manager	40%	Program Manager
50%	Chief, Plans and Programs	30%	Two Program Managers

In order to impact the number of impaired driving related injuries and fatalities, OHSO has devoted a significant amount of funding to LE agencies for additional enforcement capability; accordingly there is a significant increase in the amount of AL PAM funding required. Travel and training will be included in this project area for monitoring, workshops, and seminars. If necessary, funding will be provided for audits for sub-recipients to assure that federal funds are safeguarded from fraud, waste and abuse.

**Project Number:** K8-12-04-01-00  
**Project Title:** Statewide Alcohol PI&E Programs  
**Agency:** OHSO  
**Budget:** \$3,000.00                      **Section:** 402

**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 treat risk that stems from drinking and driving, both in terms of their physical health and form 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.

**Alcohol: Budget Summary**

Project Number					Project Name	Budget	Budget Source
AL-	12-	02-	01-	16	Comm Serv Council - CRASHs Court	75,000.00	Section 402
AL-	12-	02-	02-	09	Dist Atty's Council	135,048.00	Section 402
AL-	12-	02-	03-	12	Norman PD - DRE	30,000.00	Section 402
AL-	12-	02-	04-	11	OK Assn. of Chief of Police	68,047.00	Section 402
AL-	12-	03-	02-	09	Sand Springs PD	32,733.00	Section 402
AL-	12-	03-	03-	05	Tulsa County SO	83,993.00	Section 402
AL-	12-	07-	01-	00	Program Area Management	264,322.98	Section 402
K8-	12-	02-	01-	01	Board of Test	21,000.00	Section 410
K8-	12-	02-	02-	04	OSU PD	37,750.00	Section 410
K8-	12-	02-	03-	03	OU SJE	92,365.00	Section 410
K8-	12-	03-	01-	04	Atoka PD	10,000.00	Section 410
PT-	12-	03-	02-	04	Atoka PD	10,000.00	Section 402
K8-	12-	03-	04-	02	Blackwell PD	20,000.00	Section 410
K8-	12-	03-	06-	04	Calera PD	12,000.00	Section 410
PT-	12-	03-	05-	04	Calera PD	19,500.00	Section 402
K8-	12-	03-	07-	02	Canadian County SO	15,000.00	Section 410
PT-	12-	03-	06-	02	Canadian County SO	15,000.00	Section 402
K8-	12-	03-	08-	02	Cleveland County SO	20,011.00	Section 410
AL-	12-	03-	01-	02	Cleveland County SO	19,989.00	Section 402
K8-	12-	03-	10-	03	Coweta PD	20,000.00	Section 410
PT-	12-	03-	09-	03	Coweta PD	2,000.00	Section 402
K8-	12-	03-	11-	01	Creek County SO	20,000.00	Section 410
K8-	12-	03-	12-	03	Delaware County SO	10,000.00	Section 410
PT-	12-	03-	10-	03	Delaware County SO	10,000.00	Section 402
K8-	12-	03-	13-	09	Durant PD	20,000.00	Section 410
PT-	12-	03-	12-	09	Durant PD	19,800.00	Section 402
K8-	12-	03-	15-	08	Enid PD	77,000.00	Section 410
PT-	12-	03-	13-	08	Enid PD	2,000.00	Section 402
K8-	12-	03-	16-	04	Eufaula PD	12,000.00	Section 410
K8-	12-	03-	17-	03	Grove PD	12,500.00	Section 410
PT-	12-	03-	15-	03	Grove PD	27,000.00	Section 402
K8-	12-	03-	18-	09	Guthrie PD	12,000.00	Section 410
K8-	12-	03-	19-	04	Henryetta PD	15,000.00	Section 410
K8-	12-	03-	20-	04	Idabel PD	10,000.00	Section 410
K8-	12-	03-	21-	04	Kay County SO	20,000.00	Section 410
K8-	12-	03-	22-	08	Lawton PD	25,000.00	Section 410
PT-	12-	03-	17-	09	Lawton PD	25,000.00	Section 402
K8-	12-	03-	23-	03	Logan County SO	15,000.00	Section 410
K8-	12-	03-	24-	04	Madill PD	12,500.00	Section 410
PT-	12-	03-	19-	04	Madill PD	12,375.00	Section 402
K8-	12-	03-	25-	01	Miami PD	9,000.00	Section 410
K8-	12-	03-	29-	08	Oklahoma City PD	100,000.00	Section 410
OP-	12-	03-	05-	08	Oklahoma City PD	90,000.00	Section 402
K8-	12-	03-	32-	06	OHP	600,000.00	Section 410
K8-	12-	03-	33-	03	Osage County SO	12,500.00	Section 410

**Alcohol: Budget Summary**

Project Number					Project Name	Budget	Budget Source
PT-	12-	03-	21-	03	Osage County SO	5,500.00	Section 402
K8-	12-	03-	34-	01	Payne County SO	18,000.00	Section 410
PT-	12-	03-	22-	01	Payne County SO	5,000.00	Section 402
K8-	12-	03-	36-	02	Rogers County SO	30,000.00	Section 410
K8-	12-	03-	37-	04	Sallisaw PD	12,000.00	Section 410
K8-	12-	03-	38-	02	Seminole County SO	15,000.00	Section 410
K8-	12-	03-	39-	01	Seminole PD	15,000.00	Section 410
K8-	12-	03-	40-	06	Shawnee PD	12,000.00	Section 410
PT-	12-	03-	27-	06	Shawnee PD	12,000.00	Section 402
K8-	12-	03-	41-	03	Skiatook PD	12,500.00	Section 410
PT-	12-	03-	28-	03	Skiatook PD	12,500.00	Section 402
K8-	12-	03-	42-	01	Stroud PD	7,000.00	Section 410
K8-	12-	03-	43-	10	Tahlequah PD	18,000.00	Section 410
K8-	12-	03-	44-	02	Tecumseh PD	10,000.00	Section 410
K8-	12-	03-	45-	05	Tulsa PD	55,000.00	Section 410
PT-	12-	03-	29-	05	Tulsa PD	46,800.00	Section 402
K8-	12-	03-	46-	01	Vinita PD	9,000.00	Section 410
K8-	12-	03-	47-	03	Washington County SO	11,000.00	Section 410
PT-	12-	03-	30-	03	Washington County SO	11,000.00	Section 402
K8-	12-	03-	48-	02	Weatherford PD	6,000.00	Section 410
PT-	12-	03-	31-	02	Weatherford PD	6,000.00	Section 402
K8-	12-	03-	26-	09	Midwest City PD	32,500.00	Section 410
PT-	12-	03-	33-	09	Midwest City PD	29,250.00	Section 402
K8-	12-	03-	97-	01	Corridor Project	80,000.00	Section 410
PT-	12-	03-	97-	01	Corridor Project	40,000.00	Section 402
K8-	12-	04-	01-	00	AL PI&E	3,000.00	Section 410
K8-	12-	05-	02-	00	SIDNE vehicle	30,000.00	Section 410
K8-	12-	06-	01-	04	OSBI	79,800.00	Section 410
K8-	12-	06-	02-	04	OSBI	340,000.00	Section 410
K8-	12-	07-	01-	00	Program Area Management	28,162.00	Section 410
K8-	12-	07-	02-	00	State Match	6,066,264.00	State of Oklahoma
<b>402 Total</b>						<b>1,109,857.98</b>	
<b>410 Total</b>						<b>2,054,588.00</b>	
<b>State Fund Total</b>						<b>6,163,764.00</b>	
<b>Total All Funds</b>						<b>9,328,209.98</b>	

## **MOTORCYCLE SAFETY**

### **Motorcycle Safety Problem Identification**

Unfortunately, serious injury and fatality motorcycle collisions continue to increase in Oklahoma, as motorcycle registrations climb. Our state experienced 64 motorcycle fatalities in 2006, 76 in 2007, 89 in 2008 and 108 in 2009. Fortunately, state data and our projections suggest significant decreases for 2010 and 2011.

### **Motorcycle Safety Objectives**

To reduce the number of motorcycle fatalities from 108 in 2009 to 85 in 2012.

To reduce the number of un-helmeted motorcyclist fatalities from 78 in 2009 to 51 in 2012.

### **Motorcycle Safety Strategies**

OHSO is positioned to take a leading role in reducing the number of motorcycle collisions in our state. Recent legislation is providing additional state funds and has realigned the state's Motorcycle Safety Advisory Committee. Our strategies will include:

- Serving as the focal point for the State's Motorcycle Advisory Committee. That committee will evaluate and adjust strategies for statewide programs and for the appropriate use of state funds directed at motorcycle safety.
- Promoting motorcycle safety through brochures, community events, fairs and other public informational opportunities. Market motorcycle safety through our media contractor.
- Supporting and marketing the State's motorcyclist safety training programs and supporting programs that provide more MSF certified instructors.
- Expanding and replicating Edmond PD's very successful statewide motorcycle safety and share the road training program.
- Conducting motorcyclist awareness programs such as "Share The Road".
- Providing public information, awareness and enforcement of impaired driving of motorcyclists.
- Continuing to work with various motorcycle advocacy groups and to continue to seek legislation to improve the safety of motorcyclists in Oklahoma.
- Conducting a motorcycle helmet use survey in order to evaluate the impact of non-use and to educate the public and the legislature on the lifesaving benefits of motorcycle helmets.



## Motorcycle Safety Enhancement Programs

**Project Number:** K6-12-02-01-01  
**Project Title:** Great Plains Motorcycle Safety Education  
**Agency:** Great Plains Technology  
**Budget:** \$33,700.00                      **Section:** State Funded

**Description:** The Great Plains Technology Center (GPTC) currently provides the MSF/DPS-approved motorcycle safety education course. Grant funds will allow the expansion of their existing program by increasing capacity, including the addition of 4 qualified instructors, 2 rider coaches, safety equipment (12 helmets) and three (3)250cc motorcycles to the training fleet. Increased program capacity will enable more riders to receive much needed education regarding safe operation of motorcycles. This program will be implemented at the Great Plains Technology Center in Lawton, OK. GPTC will continue maintenance and improvements of the training range and classroom facilities for training purposes, will maintain inventory of safety equipment and ensure that every rider that receives training wears appropriate safety gear, including helmets. GPTC will also implement a Motorcycle Awareness Program that will provide public awareness through the distribution of outreach materials to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed and using Share-the-Road model language.

**Project Number:** K6-12-03-01-12  
**Project Title:** Broken Arrow Motorcycle Safety/ Awareness Program  
**Agency:** Broken Arrow Police Department  
**Budget:** \$19,000.00                      **Section:** 2010

**Description** The OHSO and the Broken Arrow Police Department will work together in the implementation of a two phase program as: 1) a Motorcycle Awareness Program that will provide public awareness and other outreach programs to enhance driver awareness of motorcyclists, including "share the road" safety messages developed using Share-the-Road model language; and 2) the expansion and delivery of a Motorcyclist Safety Training Course for the purpose of educating motorcycle riders in safer motorcycle operation and surviving traffic situations unique to motorcycles. Pre-approved personal safety equipment, instructor training, training aides, educational materials, and classroom equipment will be purchased to enhance the current program.

The Motorcycle Safety Training curriculum has been approved by the State's Motorcycle Advisory Committee and will be presented. The Motorcycle Awareness Program or public information and education, such as the "Share the Road" program, will be provided to non-motorcyclists in emphasizing the awareness of and presence of motorcycles on or near roadways. Broken Arrow PD will provide trained officers and demonstration motorcycles.

**Equipment:** Cargo Trailer: See Equipment Justification in Appendix

**Project Number:** K6-12-03-02-06  
**Project Title:** Edmond Motorcycle Safety Program  
**Agency:** Edmond Police Department  
**Budget:** \$116,538.00      **Section:** 2010

**Description:** The Edmond Police Department will continue implementing a 2 phase program, including: 1) a Motorcycle Awareness Program that will provide public awareness, public service announcements and other outreach programs to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed and using Share-the-Road model language; and 2) the expansion and delivery of a Motorcyclist Safety Curricula for the purpose of educating motorcycle riders in safe operation of motorcycles. This is the third year for Edmond's program, and will include expansion of sport bikes to reach out to an entirely different target group than the cruiser bike riders. This program may be presented throughout the state and may include displays and/or presentations at safety fairs, car shows, motorcycle rallies and other venues that attract large numbers of attendees. Officers will work in an overtime capacity while instructing and presenting this program statewide, which may also include in-state travel expenses. All promotional items will be pre-approved to include necessary justification and dissemination information.

**Equipment:** To effectively reach this target group, the Edmond PD will purchase a 3/4 ton pickup truck, 7x14 enclosed cargo trailer and 2 Kawasaki ZX motorcycles.

See equipment justification in appendix

#### Motorcycle Safety: Budget Summary

Project Number					Project Name	Budget	Budget Source
MC-	12-	03-	01-	12	Broken Arrow PD	5,000.00	Section 402
K6-	12-	03-	01-	12	Broken Arrow PD	19,000.00	Section 2010
K6-	12-	03-	02-	14	Edmond PD	116,538.00	Section 2010
K6-	12-	04-	01-	00	MC PI&E	33,700.00	Section 2010
ST-MC-	12-	02-	01-	01	Great Plains Technology	33,700.00	State of Oklahoma
<b>402 Total</b>						<b>5,000.00</b>	
<b>2010 Total</b>						<b>169,238.00</b>	
<b>State Funds Total</b>						<b>33,700.00</b>	
<b>Total All Funds</b>						<b>207,938.00</b>	

## OCCUPANT PROTECTION

### Occupant Protection Problem Identification

Unfortunately, a comparison of the summer 2010 and the summer 2011 seat belt surveys indicates no change. The official state survey remains at 85.9%.<sup>8</sup>

Overall, the combined percentage of children who were properly restrained has remained relatively unchanged since 2006 (-0.08%). The 2010 survey (most recent) indicated an overall use rate of 85.5% compared with 86.3% for 2009.

### Occupant Protection Objectives

To increase safety belt use to 88% by 2012 and to 89% by 2014.

### Occupant Protection Strategies

During FY 2010, the total number of written occupant protection contacts made by all funded law enforcement agencies was 31,276; nearly double the number for the previous year. For FY 2012, we will continue to promote vigorous seat belt enforcement among our partners. Participating communities were chosen because of their relatively low seat belt use rates, with a special focus on the OKC metropolitan area. Strategies include:

- **Providing sustained enforcement of seat belt and child passenger laws by supporting State and local law enforcement programs.**
- Increasing seat belt use through the services of a full time LE Occupant Protection Specialist.
- Continuing to refine and conduct the strategies developed in our OP PEP plan.
- Promoting seat belt use through paid and earned media, sports venues, and other community events and fairs (See Paid Media Section, page 65).
- Conducting annual occupant protection surveys.
- Conducting statewide occupant protection surveys in order to gauge awareness of OP issues.
- Providing education and free child safety seats to eligible low-income parents.
- Promoting the proper use of child restraint systems by providing Technical Update training and Technician Certification training.
- Continuing to expand existing CPS programs to include more rural areas of Oklahoma.
- Supporting 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.)
- Providing incentive awards to noncontract agencies in order to encourage participation in the CIOT campaign.
- Continuing occupant protection emphasis in all funded projects and promote increased child passenger safety use in minority populations.
- Promoting and supporting high visibility law enforcement, paid and earned media (See PTS Section page 51).

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<sup>8</sup>Robert Delano, Ph.D. Statewide Safety Belt Survey 2011: University of Central Oklahoma. Edmond, Oklahoma.

## Occupant Protection Improvement Programs

**Project Number:** OP-12-02-01-14  
**Project Title:** Safe Kids Oklahoma Statewide Child Passenger Safety Program  
**Agency:** Safe Kids Oklahoma  
**Budget:** \$180,850.00      **Section:** 402

**Description:** Safe Kids Oklahoma will use experienced staff members to implement a Statewide Child Passenger Safety Program to include hosting and assisting with car seat check events, providing National Child Passenger Safety training certification classes, serve as the child restraint distributor for permanent fitting stations, and outreach with emphasis on rural areas of Oklahoma. Project personnel will track the number of events hosted, seat checks performed, the number of permanent fitting stations, the number of classes provided, the number of new technicians trained and progress on rural outreach each month. In addition, Safe Kids Oklahoma will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

**Project Number:** OP-12-02-02-12  
**Project Title:** Tulsa Area Safe Kids CPS Program  
**Agency:** Tulsa Area Safe Kids  
**Budget:** \$36,500.00      **Section:** 402

**Description:** The Tulsa Area Safe Kids will use experienced staff members to implement a Tulsa metro area Child Passenger Safety Program to include hosting and assisting with car seat check events. Project personnel will track the number of events hosted and seat checks performed each month. In addition, Tulsa Area Safe Kids will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

## Community Occupant Protection Projects

**Project Number:** Multiple  
**Project Name:** Community Law Enforcement Occupant Protection Programs  
**Agency:** 6 LE Agencies (See Description below and OP Budget Summary)  
**Budget:** See Budget Summary

**Description:** In an effort to increase seat belt use rates in central Oklahoma, OHSO will provide funding to a number of select communities where seat belt use rates are below the statewide average. Our focus for FY 2012 will remain on central Oklahoma, where use rate is below the statewide average. Law enforcement officers in those communities will enforce occupant protection laws, conduct seat belt checkpoints and seatbelt enforcement zones. Officers will also work special emphasis in support of regional/national traffic safety campaigns as set forth by OHSO and NHTSA. Each community will be required to conduct pre and post program surveys in order to gauge the effectiveness of their programs. In addition to enforcement efforts, communities will promote seat belt and child passenger restraint use through public information and educational efforts. **Community Occupant Protection Programs include:** Bethany PD, Moore PD, Norman PD, Oklahoma County

Sheriff's Office, Warr Acres PD and Yukon PD. Using additional separate funding sources, these communities will also focus on their secondary traffic collision concerns. For a breakdown of funding information, see the OP Budget Summary).

### Other Occupant Protection Projects

**Project Number:** OP-12-05-01-00  
**Project Name:** UCO Occupant Protection Survey  
**Agency:** The University of Central Oklahoma  
**Budget:** \$150,000.00                      Section 402

**Description:** The University of Central Oklahoma will conduct a statewide observational survey of safety belt and child restraint usage at various locations across the state during the summer of 2012. The design of the study will be NHTSA approved and in accordance with the new national sampling criteria; shifting from a population based survey design, to a fatality based survey design. UCO will again conduct a motorcycle helmet use survey in 2012.

### In-House Occupant Protection Projects

**Project Number:** K4-12-04-01-00  
**Project Name:** Occupant Protection PI&E  
**Agency:** OHSO  
**Budget:** \$3,000.00                      Section 406

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

**Project Number:** OP-12-07-01-00  
K4-12-07-01-00  
**Project Name:** Occupant Protection Program Area Management  
**Agency:** OHSO  
**Budget:** \$205,072.00                      Section 402  
\$ 1,440.00                      Section 406

**Description:** Program management for projects within the Occupant Protection Program Area will be provided by the following personnel positions to monitor and oversee programs. Travel and training may be included in the project for monitoring, workshops, and seminars:

100% OHP OP Coordinator  
 25% Chief, Plans and Programs  
 50% One Program Manager  
 25% One Program Manger  
 10% One Program Manager

### Occupant Protection: Budget Summary

Project Number					Project Name	Budget	Budget Source
OP-	12-	02-	01-	14	Safe Kids Oklahoma	180,850.00	Section 402
OP-	12-	02-	02-	12	Safe Kids Tulsa Area	36,500.00	Section 402
OP-	12-	03-	01-	09	Bethany PD	18,000.00	Section 402
K8-	12-	03-	02-	09	Bethany PD	10,000.00	Section 410
OP-	12-	03-	03-	07	Moore PD	40,500.00	Section 402
K8-	12-	03-	27-	07	Moore PD	20,000.00	Section 410
OP-	12-	03-	04-	04	Norman PD	41,500.00	Section 402
K8-	12-	03-	28-	04	Norman PD	45,000.00	Section 410
OP-	12-	03-	06-	05	Oklahoma County SO	110,500.00	Section 402
K8-	12-	03-	30-	05	Oklahoma County SO	50,000.00	Section 410
OP-	12-	03-	08-	02	Warr Acres PD	16,500.00	Section 402
OP-	12-	03-	09-	04	Yukon PD	15,000.00	Section 402
K8-	12-	03-	49-	04	Yukon PD	15,000.00	Section 410
OP-	12-	05-	01-	00	Seat Belt/Child Passenger Survey	150,000.00	Section 402
OP-	12-	07-	01-	00	Program Area Management	205,072.15	Section 402
K4-	12-	04-	01-	00	OP PI&E	3,000.00	Section 406
K8-	12-	07-	02-	00	State Match	420,000.00	State of Oklahoma
<b>402 Total</b>						<b>814,422.15</b>	
<b>406 Total</b>						<b>3,000.00</b>	
<b>410 Total</b>						<b>140,000.00</b>	
<b>State Fund Total</b>						<b>420,000.00</b>	
<b>Total All Funds</b>						<b>1,377,422.15</b>	

## POLICE TRAFFIC SERVICES

### Police Traffic Services Problem Identification

In Oklahoma:

- There were 738 persons **killed** in crashes in 2009.
- There were 16,130 persons seriously **injured** in all crashes in 2010.\*
- There were 235 persons **killed in alcohol related crashes** in 2009.
- There were 3,248 persons **injured in alcohol related** crashes in 2010.\*
- There were 6,339 persons killed or injured in **unsafe speed** related crashes in 2009.
- There were 1,377 **motorcyclists** seriously injured in crashes in 2010\*.
- There were 108 **motorcyclist killed** in 2009.
- There were 7,757 persons injured or killed in **failure to yield** crashes in 2010\*.
- There were 26 persons killed or injured in **train involved** crashes in 2010\*.
- There were 626 persons killed or seriously injured **in pedestrian involved** crashes in 2010\*.

\*All 2010 figures reflect most current state data.

## **Police Traffic Services Objective**

To reduce the number of speed related fatalities by 3.0% annually (234 in 2009 to 213 in 2012).

## **Police Traffic Services Strategies**

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

- **Supporting sustained enforcement by state and local law enforcement officers of drug and alcohol impaired drivers, seatbelt use, and driving in excess of posted speed limits, by funding general Police Traffic Service contracts statewide.**
- Encouraging and supporting STEP projects focused on alcohol, speed, distracted and aggressive driving and occupant protection.
- Supporting and requiring (of OHSO contracted LE agencies) participation in National and State Mobilizations such as “Click it or Ticket,” and “Drive Sober or Get Pulled Over”. All designated law enforcement agencies in the HSP are contractually required to participate in these mobilization events.
- Providing incentives for non-contract law enforcement agencies in major mobilizations to encourage participation and reporting.
- Working with not-for-profit and law enforcement agencies to enhance the driving skills of younger drivers.
- Supporting law enforcement and non-law enforcement efforts to address young driver issues.
- Providing advanced crash investigation classes for law enforcement agencies to improve data collection and analysis, through our Safe Communities organizations.
- Promoting responsible driving through media campaigns, sports events, fairs and other community events.
- Providing training to Project Directors and other safety advocates in managing traffic safety issues.
- Conducting workshops, speed management seminars, and other informational meetings to inform and educate traffic safety personnel and partners as appropriate or requested.



## Police Traffic Services Projects

**Project Number:** Multiple  
**Project Name:** See Table  
**Agency:** 22 LE Agencies (See Description below and PTS Budget Summary)  
**Budget:** See Budget Summary

**Description:** Police Traffic Services projects are intended to address a variety of traffic safety issues at the local level. The law enforcement agencies listed in this section have identified a number of traffic collision problems within their jurisdictions and have proposed strategies to address them. These programs include the use of commissioned officers, working overtime shifts to target high collision areas and to focus their enforcement efforts on specific causation violations. STEP locations will be identified upon review of crash reports, arrest reports or citizen complaints and will be reviewed periodically for asset reallocation.

**Each participating agency will be required to support NHTSA's goals and to support both major national mobilizations, including "Click It or Ticket" and the impaired driving crackdown, "Drive Sober or Get Pulled Over." In addition to sustained High Visibility Enforcement efforts, these agencies will commit to an active Public Information and Educational component.**

In addition to the agencies listed, OHSO will target several communities along high collision corridors in Oklahoma for potential recruitment. Based on our most recent problem identification, our network of Law Enforcement Liaisons will be meeting with appropriate law enforcement representatives in an effort to join forces to address specific community needs. As agencies agree and grant agreements are written, OHSO will submit appropriate GTS updates.

While all agencies identified as Police Traffic Services contracts will address speed management within their projects, eight communities have requested assistance with a defined speed management problem. Those communities are listed in the following chart and are identified as such.

## Speed Management Projects

**Project Number:** Multiple  
**Project Name:** See Table  
**Agency:** Multiple (See Description below and PT Budget Summary)  
**Budget:** See Budget Summary (end of this section)

**Description:** Speeding and speed related violations continue to be a serious contributor to fatal and injury collisions in Oklahoma. For FY 2012, OHSO has contracted with 7 local law enforcement agencies to address speeding in their communities. Officers working these programs will be targeting violations such as speed above the posted limit, speed too fast for conditions, following too closely and aggressive driving. They will patrol

locations which have a history of speed related collisions and speeding violations. Times may vary according their local traffic patterns in order to address their local problem. Each of these communities has established goals to reduce the number of fatal and serious injury collisions in their jurisdictions. Speed Enforcement Communities include: Blanchard, Edmond, Hugo, McAlester, Newcastle, Owasso, Purcell, and Wagoner County.

### Other Police Traffic Services Programs/ Education and Awareness

**Project Number:** PT-12-03-20-05/ K8-12-03-28-05/ K4-12-03-01-05  
**Project Title:** OHP Regional LEL Project  
**Agency:** Department of Public Safety / OHP  
**Budget:** \$357,043.33                      **Section:** 402  
                  \$35,541.67                      410  
                  \$72,809.73                      406

**Description:** The OHP LEL's will implement activities in support of national highway safety goals to reduce motor vehicle related collisions, and will provide assistance to local law enforcement as it concerns traffic enforcement. Public information and education events along with media releases will be used to inform the public of traffic safety issues. In addition, the OHP LEL's will conduct visits with local law enforcement agencies in support of National Highway Safety initiatives including the "Click-It or Ticket" mobilization and the "Drive Sober or Get Pulled Over" crackdown, and will assist in post-mobilization activity reporting.

**Project Number:** PT-12-02-01-03  
**Project Title:** Alive at 25  
**Agency:** Oklahoma Safety Council  
**Budget:** \$20,000                      **Section:** 402

**Description:** The Alive at 25 training course, which was developed by the National Safety Council, focuses on educating students of the consequences of risky driving behaviors, including speeding, aggressive driving, seat belts, impaired driving, distracted driving, and other important driving topics. Students will be challenged to take responsibility of their driving behavior, consider the outcomes of peer pressure, and identify driving hazards and potentially dangerous road conditions. The course, designed as an early intervention program, seeks to educate young drivers on these topics and Oklahoma's Graduated Drivers Licensing laws, and encourage young drivers to adopt safe driving practices. The Oklahoma Safety Council will contract with certified Alive at 25 instructors to implement the Alive at 25 program curriculum in Oklahoma City, Enid and Lawton. Approximately 80 classes will be taught with a maximum of 25 students per class, for a total of 2,000 students receiving this education.

**Project Number:** PT-12-07-01-00  
**Project Name:** Police Traffic Services Program Area Management  
**Agency:** OHSO  
**Budget:** \$329,966.86                      Section 402

Program management for projects within the Occupant Protection Program Area will be provided by the following personnel positions to monitor and oversee programs. Travel and training may be included in the project for monitoring, workshops, and seminars

100%	OHP LEL	25%	Chief, Plans and Programs
60%	One Program Manager	20%	Two Program Managers
55%	One Program Manager	10%	One Program Manager
25%	One Program Manger		

### Safe Communities Groups

The Oklahoma Highway Safety Office supports the Safe Communities (SC) concept. The two long standing SC groups in the state include the Metro Area Safe Communities Council (MATSC) and the Tulsa Area Safe Communities Group. These two entities have been very proactive in traffic safety initiatives such as taking the lead in press events and support of national mobilizations in their respective regions. Since FY 2008, this office has helped establish three other SC groups; the Southeastern Oklahoma Traffic Safety Committee (SOTSC), the Green Country Traffic Safety Committee (NE Oklahoma) and more recently the Northern Oklahoma Safe Communities Committee (NOTSC). All of these groups play a major role in OHSO's collision reduction programs. As an added incentive for agency participation, OHSO funds traffic safety educational programs for officers/ agencies who regularly participate in Safe Community activities.

### Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
PT-	12-	02-	01-	03	OK Safety Council	20,000.00	Section 402
PT-	12-	03-	01-	04	Ada PD	18,000.00	Section 402
PT-	12-	03-	03-	11	Bixby PD	20,000.00	Section 402
K8-	12-	03-	03-	11	Bixby PD	20,000.00	Section 410
PT-	12-	03-	04-	12	Broken Arrow PD	41,500.00	Section 402
K8-	12-	03-	05-	12	Broken Arrow PD	20,000.00	Section 410
PT-	12-	03-	07-	01	Catoosa PD	15,000.00	Section 402
PT-	12-	03-	08-	05	Collinsville PD	19,800.00	Section 402
PT-	12-	03-	11-	03	Drumright PD	15,000.00	Section 402
PT-	12-	03-	14-	01	Glenpool PD	12,000.00	Section 402
PT-	12-	03-	16-	02	Kiowa Co SO	15,000.00	Section 402
PT-	12-	03-	18-	01	Lincoln Co SO	20,000.00	Section 402
PT-	12-	03-	20-	05	OHP - LELs	357,043.33	Section 402
K4-	12-	03-	01-	05	OHP - LELs	72,809.73	Section 406

K8-	12-	03-	31-	05	OHP - LELs	35,541.67	Section 410
PT-	12-	03-	23-	04	Piedmont PD	14,400.00	Section 402
PT-	12-	03-	24-	05	Ponca City PD	26,550.00	Section 402
K8-	12-	03-	35-	05	Ponca City PD	7,500.00	Section 410
PT-	12-	03-	25-	02	Pottawatomie Co SO	16,200.00	Section 402
PT-	12-	03-	26-	11	Sapulpa PD	47,700.00	Section 402
PT-	12-	03-	32-	02	Wewoka PD	10,000.00	Section 402
PT-	12-	03-	90-	00	State Match	997,918.25	State of Oklahoma
PT-	12-	03-	98-	02	LE Equipment Grants	90,000.00	Section 402
PT-	12-	03-	99-	00	Mobilization Incentives	48,000.00	Section 402
PT-	12-	05-	01-	08	OU Conference Planners	95,000.00	Section 402
K8-	12-	05-	01-	08	OU Conference Planners	20,500.00	Section 410
PT-	12-	07-	01-	00	Program Area Management	329,966.86	Section 402
K4-	12-	04-	02-	00	PT PI&E	3,000.00	Section 402
K4-	12-	05-	03-	00	Web page	10,000.00	Section 402
K4-	12-	07-	01-	00	Program Area Management	1,440.00	Section 402
K8-	12-	07-	02-	00	State Match	310,625.01	State of Oklahoma
<b>402 Total</b>						<b>1,231,160.19</b>	
<b>406 Total</b>						<b>87,249.73</b>	
<b>410 Total</b>						<b>103,541.67</b>	
<b>State Funds Total</b>						<b>1,308,543.26</b>	
<b>Total All Funds</b>						<b>2,730,494.85</b>	

### Speed Enforcement Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
SE-	12-	03-	01-	02	Blanchard PD	9,000.00	Section 402
SE-	12-	03-	02-	14	Edmond PD	30,000.00	Section 402
K8-	12-	03-	14-	14	Edmond PD	30,000.00	Section 410
SE-	12-	03-	03-	04	Hugo PD	15,000.00	Section 402
SE-	12-	03-	04-	04	McAlester PD	30,000.00	Section 402
SE-	12-	03-	05-	02	Newcastle PD	9,000.00	Section 402
SE-	12-	03-	06-	07	Owasso PD	63,000.00	Section 402
SE-	12-	03-	07-	03	Wagoner Co SO	25,000.00	Section 402
SE-	12-	03-	08-	08	Purcell PD	9,000.00	Section 402
K8-	12-	07-	02-	00	State Match	90,000.00	State of Oklahoma
<b>402 Total</b>						<b>190,000.00</b>	
<b>410 Total</b>						<b>30,000.00</b>	
<b>State Fund Total</b>						<b>90,000.00</b>	
<b>Total All Funds</b>						<b>310,000.00</b>	

## **TRAFFIC RECORDS**

### **Traffic Records Problem Identification**

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

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

### **Traffic Records Objectives**

To refine a program which will allow for the integration of GPS data into ODOT's SafeT crash records system. This will not only allow for improved mapping capabilities, but for the creation of an environment conducive to the timely development of enforcement countermeasures.

To continue to expand the capabilities of ODOT's SafeT crash reporting system.

To promote the use of the successfully tested online Collision Reporting System (CRS) in 2012.

### **Traffic Records Strategies**

Oklahoma's Traffic Records Coordinating Committee has developed a 5 year plan for improving traffic records. Their overall strategies include:

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

## Traffic Records Projects

**Project Number:** K9-12-06-01-05  
**Project Title:** State Data Linkage Project  
**Agency:** Oklahoma State Health Department  
**Budget:** \$108,000      **Section:** 408

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

**Project Number:** K9-12-06-02-06  
**Project Title:** OU Software Development & Integration Project/ PARIS  
**Agency:** University of Oklahoma  
**Budget:** \$220,000      **Section:** 408

**Description:** In FY11, the University of Oklahoma School of Computer and Electrical Engineering undertook the task of completing integration of the TraCS software used by the OHP into the newly developed Police Automated Records Integration System (PARIS). During FY12, OU will complete the integration process and finalize the development of the second generation TraCS software program. In addition, OU will develop the software necessary to further integrate and expand GPS/GIS information into the existing PARIS software to enable the Highway Patrol, as well as other users, to potentially utilize crash and criminal related data to better identify traffic problem areas (DDACTS), and to track enforcement actions and time of patrol within a given geospatial area; thereby allowing for improved data analysis to develop and plan improved crash prevention measures.

**Project Number:** K9-12-06-03-09  
**Project Title:** OU Crash Reporting & Analysis  
**Agency:** University of Oklahoma  
**Budget:** \$54,660      **Section:** 408

**Description:** This project will continue the partnership between the OHSO, ODOT and the University of Oklahoma ITS Lab for the continued enhancement of a user-friendly interactive software package for reporting and analyzing roadway data. The program is also a tool for making recommendations and predicting probability of various construction and highway enhancement projects. FY2012 enhancements will include improving the current framework for integrating GIS/GPS data to allow for improved analysis and reporting capabilities.

**Project Numbers:** K9-12-05-01-05  
**Project Title:** DPS TraCS/Traffic Records Support  
**Agency:** Oklahoma Dept of Public Safety  
**Budget:** \$165,000      **Section:** 408

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

**Project Numbers:** K9-12-05-02-00  
**Project Title:** DPS Equipment  
**Agency:** Oklahoma Dept of Public Safety  
**Budget:** \$8,940 **Section:** 408

**Description:** The Oklahoma Highway Patrol's TraCs project has greatly improved the accuracy and timeliness of crash reporting. These section 408 funds will be used to assist the OHP with replacement/enhancement of existing equipment. Specific equipment needs for FY 2012 have yet to be determined. All will be within specific requirements of Section 408 and items valued at or above \$5,000.00 will be approved by NHTSA Region 6 prior to purchase.

**Equipment:** To be determined.

**Project Number:** TR-12-07-01-00  
**Project Name:** Traffic Records Program Area Management  
**Agency:** OHSO  
**Budget:** \$128,932.68 **Section:** 402

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

100% Data Analyst  
50% Program Manager

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.

**Project Number:** DTNH22-07-H-00134  
**Project Name:** Fatal Analysis Reporting System (FARS)  
**Agency:** OHSO  
**Budget:** \$77,000.00 NHTSA Cooperative Agreement

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

<b>Traffic Records: Budget Summary</b>							
<b>Project Number</b>					<b>Project Name</b>	<b>Budget</b>	<b>Budget Source</b>
TR-	12-	07-	01-	00	Program Area Management	128,932.68	Section 402
K9-	12-	06-	01-	05	OSDH Traffic Data Linkage	108,000.00	Section 408
K9-	12-	06-	02-	06	OU, Board of Regents - Software Dev	220,000.00	Section 408
K8-	12-	06-	03-	06	OU, Board of Regents - Software Dev	115,000.00	Section 410
K9-	12-	06-	03-	09	OU, Board of Regents - Crash Reporting	54,660.00	Section 408
K9-	12-	05-	01-	05	DPS - TraCS/Traffic Records Support	165,000.00	Section 408
K9-	12-	05-	02-	00	DPS - TraCS Equipment	8,940.00	Section 408
K9-	12-	07-	02-	00	State Match	139,150.00	State of Oklahoma
K8-	12-	07	02-	00	State Match	345,000.00	State of Oklahoma
DTNH22-07-H-00134					<b>FARS Cooperative Agreement</b>	77,000.00	Coop Agreement
<b>402 Total</b>						<b>128,932.68</b>	
<b>408 Total</b>						<b>556,600.00</b>	
<b>410 Total</b>						<b>115,000.00</b>	
<b>NHTSA Cooperative Agreement</b>						<b>77,000.00</b>	
<b>State Funds Total</b>						<b>484,150.00</b>	
<b>Total All Funds</b>						<b>1,246,682.68</b>	



## RAILROAD SAFETY PROBLEM IDENTIFICATION

Oklahoma ranks near the top, nationwide, in the number of fatalities at highway rail grade crossings. In the past 8 years there have been 534 collisions at rail grade crossings, resulting in 89 deaths.

### Railroad Safety Objectives

To reduce the number of at grade railroad crossing injuries and fatalities by 10% from 16 in 2010 to 14 in 2012 (state data); to increase the number of certified instructors in Oklahoma from 57 in 2011 to 65 in 2012.

### Railroad Safety Strategies

- Support Operation Lifesaver with railroad safety education classes.
- Support Operation Lifesaver to develop and distribute public service announcements throughout the State using radio and television media.
- Train additional presenters for making Railway Safety presentations.

### Railroad Safety Projects

**Project Number:** RH-12-02-01-08  
**Project Title:** Operations Lifesaver Railroad Safety Program  
**Agency:** Oklahoma Operation Lifesaver  
**Budget:** \$27,000      **Section:** 402

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

### Railroad/Highway Crossings: Budget Summary

Project Number					Project Name	Budget	Budget Source
RH-	12-	02-	01-	08	OK Operation Lifesavers	27,000.00	Section 402
<b>402 Total</b>						<b>27,000.00</b>	
<b>Total All Funds</b>						<b>27,000.00</b>	

**PAID MEDIA**

**Project Number:** PM-12-02-01-06  
K8PM-12-02-01-06  
K6-12-02-02-06

**Project Name:** Statewide Traffic Safety Marketing Campaign  
**Agency:** Brothers and Company  
**Budget:** \$145,000.00      **Section:** 402  
\$270,000.00      **Section:** 410  
\$10,662.82      **Section:** 2010

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

The contractor will be 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 appropriate campaign. The contractor will be responsible for developing and creating a marketing campaign focused on the promotion of increased enforcement, reduction of fatalities and injuries, and implementation of the campaign, once creative concepts/designs have been approved by the OHSO. **The contractor will be responsible for conducting a statewide survey in order to evaluate the public’s awareness and attitudes regarding impaired driving, occupant protection and speeding.** The results will be reviewed in order to assist with the development of future countermeasures.

The contractor will be required to provide the OHSO with the number of paid airings devoted to each announcement 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 the contractor. Acceptable evaluation standards include, but are 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, Internet tracking, and the control region approach.

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

## **SPORTS MARKETING**

**Project Number:** Multiple  
**Project Name:** Multiple  
**Agency:** OHSO  
**Budget:** See Paid Media Budget Summary

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

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

Sports marketing through appropriate vendors will reach sports fans and the University of Oklahoma, Oklahoma State University, Tulsa University, and the OKC Redhawks.

### **Other Marketing Efforts**

The OHSO is also developing a “new media” approach to marketing that will involve an agency Facebook© page, enhanced Web advertising (in conjunction with existing mobilizations/projects), a YouTube© channel and possibly a Twitter© account. The goal of this social media marketing project is to support the OHSO’s vision and mission by promoting highway safety messages that will reach a large audience within our targeted demographic (typically, males age 18-24, but also a wide range of readers/viewers).

Because of the age, interests, and information-gathering methods of the OHSO’s target audience, we are seeking to employ the means of communication that are relevant, engaging and time-sensitive. A robust Web presence will enable us to promote expedient messages related to drug/alcohol impairment, occupant protection, child passenger safety, seat belt usage, distracted driving, motorcycle safety, and other project/interest areas.

### Paid Media: Budget Summary

Project Number					Project Name	Budget	Budget Source
PM-	12-	02-	01-	06	Media - Brother & Co	145,000.00	Section 402
K8PM-	12-	02-	01-	06	Media - Brother & Co	270,000.00	Section 410
K6-	12-	02-	02-	06	Media - Brother & Co	10,662.82	Section 2010
					Sports Marketing		
K4-	12-	02-	01-	00	Redhawks	29,750.00	Section 406
K4-	12-	02-	01-	00	HS Rodeo	2,000.00	Section 406
K8PM-	12-	02-	02-	00	Learfield - OSU	118,000.00	Section 410
K8PM-	12-	02-	02-	00	Learfield - OU	188,100.00	Section 410
K8PM-	12-	02-	02-	00	Learfield - Tulsa Golden Hurricanes	16,500.00	Section 410
K8PM-	12-	02-	02-	00	Redhawks	29,750.00	Section 410
K8PM-	12-	02-	02-	00	Thunder	155,000.00	Section 410
K8-	12-	07-	02-	00	State Match	2,332,050.00	State of Oklahoma
<b>402 Total</b>						<b>145,000.00</b>	
<b>406 Total</b>						<b>31,750.00</b>	
<b>410 Total</b>						<b>777,350.00</b>	
<b>2010 Total</b>						<b>10,662.82</b>	
<b>State Funds Total</b>						<b>2,332,050.00</b>	
<b>Total All Funds</b>						<b>3,296,812.82</b>	

## Combined Messaging to Reduce Unrestrained and Impaired Driving Fatalities and Injuries

**Project Number:** NHTSA Cooperative Agreement DTNH22-10-H-00329  
**Project Name:** Joint Messaging Project  
**Agency:** OHSO  
**Budget:** \$211,213.60                      Section 403

Oklahoma is partnering with NHTSA to evaluate a program which will: 1) Develop and test an umbrella evergreen enforcement message (seat belts, alcohol and speed) and strategic communications plan that can be used to publicize a variety of enforcement efforts and to 2) Incorporate this new message into existing high visibility enforcement efforts to assess its effect on occupant protection and impaired driving.

FY 2011 was the first year of this multiyear project and included negotiation, planning and program development. FY 2012 is the second year and will commence program implementation. NHTSA will be creating, testing and marketing a new joint messaging campaign. OHSO will provide program coordination, including a high visibility enforcement program along a preselected population center of the State, data collection and earned media activities. In addition to the enforcement efforts of the Oklahoma Highway Patrol, OHSO plans to provide additional funding to approximately 40 law enforcement agencies along this corridor to be used during three High Visibility Enforcement waves. Two of these waves will be conducted prior to NHTSA’s existing HVE initiatives and one will be a standalone state initiative.

An analysis of historic information, program activity data, outcome data and other pertinent factors will be conducted by a NHTSA contractor in order to evaluate the project’s successes and the potential to replicate this program.

Annual Budget		<b>FY 2012</b>
	Personnel	\$15,192.15
	Enforcement	\$190,343.00
	Media	\$4,615.00
Indirect	7% (personnel costs)	\$1,063.45
<b>Total</b>		<b>\$211,213.60</b>

## APPENDIX

## **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
- 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**

#### **Section 402 Requirements**

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));

**The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:**

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

**(23 USC 402 (b)(1)(E));**

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(l)).**

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

### **Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

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 (49 U.S.C. 5323(j)) which contains the following requirements:

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

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

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

## **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the

adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter

into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

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

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

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

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

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

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

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



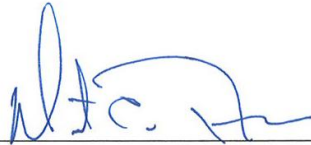
**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
  
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

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



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**Governor's Representative for Highway Safety**

**Oklahoma**

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**State or Commonwealth**

**2012**

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**For Fiscal Year**

8/22/2011

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**Date**

**STATE CERTIFICATION – CALENDAR YEAR 2011 SEATBELT USE SURVEY**

**STATE OF OKLAHOMA**

**Seat Belt Use Rate Reported for Calendar Year 2011: 85.9% Standard Error: 2.0%**

In accordance with the provisions of 23 CFR 1240.12(a)(2), I hereby certify as follows:

1. The seat belt use rate reported above is based on a survey whose design was approved by NHTSA, in writing, on or after June 29, 1992, under the provisions of the grant program authorized by 23 U.S.C. 153 Part 1340.
2. The survey design has remained unchanged since the survey was approved (except to the extent that the requirements of paragraph 3 constitute change).
3. The survey samples all passenger motor vehicles (including cars, pickup trucks, vans, minivans, and sports utility vehicles), measures seat belt use by all front outboard occupants in the sampled vehicles, and counts seat belt use completely within the calendar year for which the seat belt rate is reported.
4. The State's safety belt use law is in effect and being enforced, and that the State of Oklahoma:
  - Will use the Section 406 grant funds awarded in accordance with the requirements of Section 2005(e) of SAFETEA-LU, Pub. L. 109-59; and
  - Will administer the Section 406 grant funds in accordance with 49 CFR Part 18.



Michael C. Thompson  
Governor's Representative,  
Oklahoma Highway Safety Office



Date

## EQUIPMENT REQUEST

### OK FY 2012 HSP Equipment List

Item #	Agency	Project Number	Page #	Item	Amount	Number	Total	Fund Source
1	OSBI	K8-12-06-02-04	38	LC/MS/MS	\$340,800	1	\$340,800.00	410
2	Broken Arrow PD	K6-12-03-01-12	44	24'x8.5' Cargo Trailer	\$8,600.00	1	\$8,600.00	2010
3	Edmond PD	K6-12-03-02-06	45	Ford F-250 truck	\$21,103	1	\$21,103.00	2010
4	Edmond PD	K6-12-03-02-06	45	7'x14' Cargo Trailer	\$7,995	1	\$7,995	2010
5	Edmond PD	K6-12-03-02-06	45	Kawasaki ZX m/c	\$14,000	2	\$28,000	2010
6	OHSO	K8-12-05-02-00	38	SIDNE© Simulator	\$20,490	1	\$20,490	410

### EQUIPMENT JUSTIFICATION

Item #1: The Liquid Chromatograph-Mass Spectrometer-Mass Spectrometer (LC/MS/MS) is an instrument 100% dedicated to the analysis of biological samples for identification and quantitation of drugs in suspected impaired driving cases.

An LC/MS/MS Instrument would expand the number and types of drugs which could be detected, while also allowing the quantitation of drugs to become more routine. This instrument is beneficial to the OSBI because of the lower limits of detection, simpler sample preparation, and no thermal degradation of drugs associated with the high temperatures inherent in the Gas Chromatography-Mass Spectrometry (GS/MS) analytical technique currently being used. It will be complementary to their previously acquired GC/MSD instrument for detection of THC.

Item #2: Broken Arrow PD will acquire an enclosed, 24'x 8.5' cargo trailer, equipped with an appropriate storage system and fold down ramps, to allow for the transport of mobile classroom supplies and storage capabilities during motorcyclist survival training and presentations at various venues while delivering the "Share the Road" message to enhance driver awareness of motorcyclists.

Item #3, 4, 5: To effectively reach their target group, the Edmond PD will purchase a 3/4 ton pickup truck, 7x14 enclosed cargo trailer and 2 Kawasaki ZX motorcycles. The truck and trailer will be used to transport the sport bikes to education courses and events across the state. This program may be presented throughout the state and may include displays and/or presentations at safety fairs, car shows, motorcycle rallies and other venues that attract large numbers of attendees.

Item #6: OHSO proposes to increase awareness of the effects of impaired driving through the acquisition of a copyrighted program, SIDNE. The SIDNE© package includes an electric motorized vehicle that simulates the delayed effects of alcohol and other drugs. Included in the program is a transport trailer, accessories, shipping and on-site training for certified demonstrators.

## 2011 ATTITUDE AND AWARENESS SURVEY

### **OHSO/BROTHERS AND COMPANY**

NHTSA Performance Measures Survey

July, 2011

**SAMPLE / METHODOLOGY:** RANDOM ONLINE SURVEY ACROSS STATE OF OKLAHOMA, N=500

HELLO, YOU HAVE BEEN RANDOMLY SELECTED TO PARTICIPATE IN AN IMPORTANT SURVEY REGARDING DRIVING. THE SURVEY WILL TAKE LESS THAN FIVE MINUTES TO COMPLETE, AND YOUR RESPONSES ARE TOTALLY ANONYMOUS AND WILL BE KEPT COMPLETELY CONFIDENTIAL. WE THANK YOU IN ADVANCE FOR YOUR PARTICIPATION.

1. To be sure we are representing all age groups, may I have your age please?  
*Terminate if under 18.*

		<u><b>2010</b></u>	<u><b>2011</b></u>
1.	18 - 24 .....	8.4%	5.6%
2.	25 - 34 .....	15.8%	12.6%
3.	35 - 44 .....	17.6%	15.3%
4.	45 - 54 .....	22.6%	22.1%
5.	55 - 64 .....	16.2%	25.5%
6.	65 or older .....	19.4%	19.0%

2. What is your telephone area code?

		<u><b>2010</b></u>	<u><b>2011</b></u>
1.	405 .....	39.2%	41.0%
2.	918 .....	42.8%	42.6%
3.	580 .....	18.0%	16.4%
4.	Anything other than 405/918/580 .....	0%	0%

3. Are you:

		<u><b>2010</b></u>	<u><b>2011</b></u>
1.	Male .....	46.4%	48.5%
2.	Female .....	53.6%	51.5%

4. Do you or does any member of your immediate family work for a public relations company, an advertising company, or any kind of law enforcement agency?

1. Yes	0%.....	TERMINATE	
2. No	100.0% .....	CONTINUE	

5. Do you have a current Oklahoma driver's license?

1. Yes	100.0%		
2. No	0%.....	TERMINATE	

6. **How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?**

		<u><b>2010</b></u>	<u><b>2011</b></u>
1.	<b>Always</b> .....	<b>91.0%</b>	<b>93.4%</b>
2.	<b>Sometimes</b> .....	<b>7.2%</b>	<b>4.6%</b>
3.	<b>Rarely</b> .....	<b>1.0%</b>	<b>0.8%</b>
4.	<b>Never</b> .....	<b>0.6%</b>	<b>1.0%</b>
5.	<b>Don't know</b> .....	<b>0.2%</b>	<b>0.2%</b>

7. What do you think the chances are of getting a ticket if you don't wear your safety belt? That is, how frequently do you think someone who doesn't wear his or her safety belt in Oklahoma gets a ticket?

	<u>2010</u>	<u>2011</u>
1. Always .....	8.6%	8.1%
2. Nearly always .....	17.4%	15.7%
3. Sometimes.....	47.0%	46.8%
4. Seldom.....	23.6%	24.2%
5. Never.....	0.4%	0.2%
6. Don't know .....	3.0%	5.0%

8. In the past 60 days, have you read, seen or heard of any special effort by law enforcement or police in your community to increase safety belt use?

	<u>2010</u>	<u>2011</u>
1. Yes.....	37.2%	38.5%
2. No.....	57.2%	54.5%
3. Don't know .....	5.6%	7.0%

9. On a local road with a speed limit of 30 mph, about how often do you drive faster than 35 mph?

	<u>2010</u>	<u>2011</u>
1. More than half of the time .....	9.2%	7.2%
2. About half of the time .....	21.4%	9.9%
3. Less than half of the time .....	15.8%	17.2%
4. Rarely .....	40.2%	46.6%
5. Never.....	21.6%	18.2%
6. Don't Know .....	1.0%	1.0%

10. On a local road with a speed limit of 65 mph, about how often do you drive faster than 70 mph?

	<u>2010</u>	<u>2011</u>
1. More than half of the time .....	11.2%	7.5%
2. About half of the time .....	11.0%	13.5%
3. Less than half of the time .....	16.4%	17.2%
4. Rarely .....	41.4%	34.2%
5. Never.....	19.6%	27.3%
6. Don't Know .....	0.4%	0.2%

11. In the past 60 days, have you read, seen or heard of any special effort by law enforcement or police in your community to reduce driving over the speed limit/speeding?

	<u>2010</u>	<u>2011</u>
1. Yes.....	26.0%	18.8%
2. No.....	68.4%	17.3%
3. Don't know .....	5.6%	7.9%

12. In Oklahoma, what do you think the chances are of getting a ticket if you drive over the speed limit? That is, how frequently do you think someone who drives over the speed limit in Oklahoma gets a ticket?

	<u>2010</u>	<u>2011</u>
1. Always .....	11.4%	8.9%
2. Sometimes .....	72.4%	76.2%
3. Rarely.....	14.4%	11.6%
4. Never .....	0%	0.2%
5. Don't know.....	1.8%	3.1%

13. Compared to daytime, how often do you wear your seat belt at night?

	<u>2010</u>	<u>2011</u>
1. More often.....	13.0%	14.1%
2. About the same .....	83.4%	82.4%
3. Less often .....	2.2%	0.6%
4. Never drive at night.....	1.4%	2.9%
5. Don't Know .....	0%	0%

14. In the past 60 days, about how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

	<u>2010</u>	<u>2011</u>
1. Once or twice .....	8.6%	8.7%
2. Three to five times .....	2.2%	1.5%
3. Five to ten times .....	0.4%	1.2%
4. More than ten times .....	0.4%	0.2%
5. Never .....	88.2%	87.6%
6. Don't know.....	0.2%	0.8%

15. In the past 60 days, have you read, seen or heard of any special effort by law enforcement or police in your community to reduce driving under the influence of alcohol or drugs?

	<u>2010</u>	<u>2011</u>
1. Yes .....	38.6%	52.4%
2. No .....	53.2%	40.6%
3. Don't Know .....	8.2%	7.0%

16. In Oklahoma, what do you think the chances are of getting arrested for someone who drives after drinking? That is, how frequently do you think someone who drives after drinking in Oklahoma gets arrested?

	<u>2010</u>	<u>2011</u>
1. Always .....	17.0%	11.8%
2. Nearly always.....	19.2%	20.9%
3. Sometimes .....	52.6%	53.2%
4. Seldom .....	9.4%	10.4%
5. Never .....	0%	0.2%
6. Don't know.....	1.8%	3.5%

17. What type of vehicle do you drive most often?

	<b><u>2010</u></b>	<b><u>2011</u></b>
1. Car (2-door or 4-door) .....	55.2%	51.5%
2. Van or minivan .....	8.2%	9.1%
3. Sport-utility vehicle (SUV) .....	21.5%	21.3%
4. Pickup truck .....	14.3%	16.1%
5. Don't Know/Other .....	0.8%	2.2%

18. How do you describe yourself?

	<b><u>2010</u></b>	<b><u>2011</u></b>
1. White/Caucasian .....	85.6%	85.1%
2. African American .....	4.4%	3.1%
3. Asian .....	1.6%	2.1%
4. Native American .....	5.6%	6.0%
5. Hispanic .....	1.8%	1.7%
6. Other .....	1.0%	1.9%

**TERMINATION LANGUAGE:**

"We appreciate your willingness to participate, but our survey today only allows us to survey those respondents who satisfy certain criteria. Thank you for your time."

**U. S. Department of Transportation National Highway Traffic Safety Administration**  
**Highway Safety Plan Cost Summary**  
**2010 HSP-1**

<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Bal.</b>	<b>Incr/(Decre)</b>	<b>Current Balance</b>	<b>Share to Local</b>
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2012-07-01-00	Planning & Administration	\$ .00	\$316,300.00	\$ .00	\$316,300.00	\$316,300.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$316,300.00</b>	<b>\$ .00</b>	<b>\$316,300.00</b>	<b>\$316,300.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2012-02-01-16	Comm Serv Council - CRASHs Court	\$ .00	\$ .00	\$ .00	\$75,000.00	\$75,000.00	\$75,000.00
	AL-2012-02-02-09	District Atty's Council	\$ .00	\$ .00	\$ .00	\$135,048.00	\$135,048.00	\$135,048.00
	AL-2012-02-03-12	Norman PD - DRE	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$30,000.00
	AL-2012-02-04-11	OK Assn of Chief of Police	\$ .00	\$ .00	\$ .00	\$68,047.00	\$68,047.00	\$68,047.00
	AL-2012-03-01-02	Cleveland County SO	\$ .00	\$ .00	\$ .00	\$19,989.00	\$19,989.00	\$19,989.00
	AL-2012-03-02-09	Sand Springs PD	\$ .00	\$ .00	\$ .00	\$32,733.00	\$32,733.00	\$32,733.00
	AL-2012-03-03-05	Tulsa County SO	\$ .00	\$ .00	\$ .00	\$83,993.00	\$83,993.00	\$83,993.00
	AL-2012-07-01-00	Program Area Management	\$ .00	\$ .00	\$ .00	\$264,322.98	\$264,322.98	\$ .00
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$709,132.98</b>	<b>\$709,132.98</b>	<b>\$444,810.00</b>
<b>Motorcycle Safety</b>								
	MC-2012-03-01-12	Broken Arrow PD	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$5,000.00</b>	<b>\$5,000.00</b>	<b>\$5,000.00</b>
<b>Occupant Protection</b>								
	OP-2012-02-01-14	SafeKids Oklahoma	\$ .00	\$ .00	\$ .00	\$180,850.00	\$180,850.00	\$180,850.00
	OP-2012-02-02-12	SafeKids Tulsa Area	\$ .00	\$ .00	\$ .00	\$36,500.00	\$36,500.00	\$ .00
	OP-2012-03-01-09	Bethany PD	\$ .00	\$ .00	\$ .00	\$18,000.00	\$18,000.00	\$18,000.00
	OP-2012-03-03-07	Moore PD	\$ .00	\$ .00	\$ .00	\$40,500.00	\$40,500.00	\$40,500.00
	OP-2012-03-04-04	Norman PD	\$ .00	\$ .00	\$ .00	\$41,500.00	\$41,500.00	\$41,500.00
	OP-2012-03-05-08	Oklahoma City PD	\$ .00	\$ .00	\$ .00	\$90,000.00	\$90,000.00	\$90,000.00
	OP-2012-03-06-05	Oklahoma County SO	\$ .00	\$ .00	\$ .00	\$110,500.00	\$110,500.00	\$110,500.00



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

Highway Safety Plan Cost Summary

2010 HSP-1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	OP-2012-03-08-02	Warr Acres PD	\$ .00	\$ .00	\$ .00	\$16,500.00	\$16,500.00	\$16,500.00
	OP-2012-03-09-04	Yukon PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	OP-2012-05-01-00	Seat Belt/Child Restraint Surveys	\$ .00	\$ .00	\$ .00	\$150,000.00	\$150,000.00	\$ .00
	OP-2012-07-01-00	Program Area Management	\$ .00	\$ .00	\$ .00	\$205,072.15	\$205,072.15	\$ .00
	<b>Occupant Protection Total</b>		\$ .00	\$ .00	\$ .00	\$904,422.15	\$904,422.15	\$512,850.00
<b>Police Traffic Services</b>								
	PT-2012-02-01-03	OK Safety Council	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	PT-2012-03-01-04	Ada PD	\$ .00	\$ .00	\$ .00	\$18,000.00	\$18,000.00	\$18,000.00
	PT-2012-03-02-04	Atoka PD	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-11	Bixby PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2012-03-04-12	Broken Arrow PD	\$ .00	\$ .00	\$ .00	\$41,500.00	\$41,500.00	\$41,500.00
	PT-2012-03-05-04	Calera PD	\$ .00	\$ .00	\$ .00	\$19,500.00	\$19,500.00	\$19,500.00
	PT-2012-03-06-02	Canadian County SO	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2012-03-07-01	Catoosa PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2012-03-08-05	Collinsville PD	\$ .00	\$ .00	\$ .00	\$19,800.00	\$19,800.00	\$19,800.00
	PT-2012-03-09-03	Coweta PD	\$ .00	\$ .00	\$ .00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2012-03-10-03	Delaware PD	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-11-03	Drumright PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2012-03-12-09	Durant PD	\$ .00	\$ .00	\$ .00	\$19,800.00	\$19,800.00	\$19,800.00
	PT-2012-03-13-08	Enid PD	\$ .00	\$ .00	\$ .00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2012-03-14-01	Glenpool PD	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2012-03-15-03	Grove PD	\$ .00	\$ .00	\$ .00	\$27,000.00	\$27,000.00	\$27,000.00
	PT-2012-03-16-02	Kiowa County SO	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2012-03-17-09	Lawton PD	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2012-03-18-01	Lincoln County SO	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2012-03-19-04	Madill PD	\$ .00	\$ .00	\$ .00	\$12,375.00	\$12,375.00	\$12,375.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	PT-2012-03-20-05	OHP - LELs	\$ .00	\$ .00	\$ .00	\$357,043.33	\$357,043.33	\$ .00
	PT-2012-03-21-03	Osage County SO	\$ .00	\$ .00	\$ .00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2012-03-22-01	Payne County SO	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2012-03-23-04	Piedmont PD	\$ .00	\$ .00	\$ .00	\$14,400.00	\$14,400.00	\$14,400.00
	PT-2012-03-24-05	Ponca City PD	\$ .00	\$ .00	\$ .00	\$26,550.00	\$26,550.00	\$26,550.00
	PT-2012-03-25-02	Pottawatomie County SO	\$ .00	\$ .00	\$ .00	\$16,200.00	\$16,200.00	\$16,200.00
	PT-2012-03-26-11	Sapulpa PD	\$ .00	\$ .00	\$ .00	\$47,700.00	\$47,700.00	\$47,700.00
	PT-2012-03-27-06	Shawnee PD	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2012-03-28-03	Skiatook PD	\$ .00	\$ .00	\$ .00	\$12,500.00	\$12,500.00	\$12,500.00
	PT-2012-03-29-05	Tulsa PD	\$ .00	\$ .00	\$ .00	\$46,800.00	\$46,800.00	\$46,800.00
	PT-2012-03-30-03	Washington County SO	\$ .00	\$ .00	\$ .00	\$11,000.00	\$11,000.00	\$11,000.00
	PT-2012-03-31-02	Weatherford PD	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2012-03-32-02	Wewoka PD	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-33-09	Midwest City PD	\$ .00	\$ .00	\$ .00	\$29,250.00	\$29,250.00	\$29,250.00
	PT-2012-03-97-01	Corridor Project	\$ .00	\$ .00	\$ .00	\$40,000.00	\$40,000.00	\$40,000.00
	PT-2012-03-98-02	LE Equipment Grants	\$ .00	\$ .00	\$ .00	\$90,000.00	\$90,000.00	\$90,000.00
	PT-2012-03-99-00	Mobilization Incentives	\$ .00	\$ .00	\$ .00	\$48,000.00	\$48,000.00	\$48,000.00
	PT-2012-05-01-08	OU Conference Planners	\$ .00	\$ .00	\$ .00	\$95,000.00	\$95,000.00	\$71,250.00
	PT-2012-07-01-00	Program Area Management	\$ .00	\$ .00	\$ .00	\$329,966.86	\$329,966.86	\$ .00
	PT-2012-07-02-00	State Match	\$ .00	\$991,920.00	\$ .00	\$ .00	\$ .00	\$ .00
						<b>\$1,541,885.19</b>	<b>\$1,541,885.19</b>	
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$991,920.00</b>	<b>\$ .00</b>			<b>\$811,125.00</b>
<b>Traffic Records</b>								
	TR-2012-07-01-00	Program Area Management	\$ .00	\$ .00	\$ .00	\$128,932.68	\$128,932.68	\$ .00
	<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$128,932.68</b>	<b>\$128,932.68</b>	<b>\$ .00</b>
<b>Railroad/Highway Crossings</b>								

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	RH-2012-02-01-08	OK Operation Lifesaver	\$ .00	\$ .00	\$ .00	\$27,000.00	\$27,000.00	\$ .00
	<b>Railroad/Highway Crossings Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$27,000.00</b>	<b>\$27,000.00</b>	<b>\$ .00</b>
	<b>Speed Enforcement</b>							
	SE-2012-03-01-02	Blanchard PD	\$ .00	\$ .00	\$ .00	\$9,000.00	\$9,000.00	\$9,000.00
	SE-2012-03-02-14	Edmond PD	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$30,000.00
	SE-2012-03-03-04	Hugo PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	SE-2012-03-04-04	McAlester PD	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$30,000.00
	SE-2012-03-05-02	Newcastle PD	\$ .00	\$ .00	\$ .00	\$9,000.00	\$9,000.00	\$9,000.00
	SE-2012-03-06-07	Owasso PD	\$ .00	\$ .00	\$ .00	\$63,000.00	\$63,000.00	\$63,000.00
	SE-2012-03-07-03	Wagoner County SO	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$25,000.00
	SE-2012-03-08-08	Purcell PD	\$ .00	\$ .00	\$ .00	\$9,000.00	\$9,000.00	\$9,000.00
	<b>Speed Enforcement Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$190,000.00</b>	<b>\$190,000.00</b>	<b>\$190,000.00</b>
	<b>Paid Advertising</b>							
	PM-2012-02-01-06	Media - Brothers & Co.	\$ .00	\$ .00	\$ .00	\$145,000.00	\$145,000.00	\$ .00
	<b>Paid Advertising Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$145,000.00</b>	<b>\$145,000.00</b>	<b>\$ .00</b>
	<b>NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$1,308,220.00</b>	<b>\$ .00</b>	<b>\$3,967,673.00</b>	<b>\$3,967,673.00</b>	<b>\$1,963,785.00</b>
	<b>NHTSA 406</b>							
	K4-2012-02-01-00	Sports Marketing	\$ .00	\$ .00	\$ .00	\$31,750.00	\$31,750.00	\$ .00
	K4-2012-03-01-05	OHP -LELs	\$ .00	\$ .00	\$ .00	\$72,809.73	\$72,809.73	\$ .00
	K4-2012-04-01-00	OP PI&E	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$ .00
	K4-2012-04-02-00	PT PI&E	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$ .00
	K4-2012-05-03-00	Web Page	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
	K4-2012-07-01-00	Program Area Management	\$ .00	\$ .00	\$ .00	\$1,440.00	\$1,440.00	\$ .00
	<b>406 Safety Belts Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$121,999.73</b>	<b>\$121,999.73</b>	<b>\$ .00</b>
	<b>NHTSA 406 Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$121,999.73</b>	<b>\$121,999.73</b>	<b>\$ .00</b>

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>408 Data Program SAFETEA-LU</b>								
	K9-2012-05-01-05	DPS TraCS/Traffic Reports Support	\$ .00	\$ .00	\$ .00	\$165,000.00	\$165,000.00	\$ .00
	K9-2012-05-02-00	DPS TraCS Training/Equipment	\$ .00	\$ .00	\$ .00	\$8,940.00	\$8,940.00	\$ .00
	K9-2012-06-01-05	Dept of Health - Traffic Data Linkage Pr	\$ .00	\$ .00	\$ .00	\$108,000.00	\$108,000.00	\$ .00
	K9-2012-06-02-06	OU Software Development	\$ .00	\$ .00	\$ .00	\$220,000.00	\$220,000.00	\$ .00
	K9-2012-06-03-09	OU - Crash Reporting	\$ .00	\$ .00	\$ .00	\$54,660.00	\$54,660.00	\$ .00
	K9-2012-07-02-00	State Match	\$ .00	\$139,150.00	\$ .00	\$ .00	\$ .00	\$ .00
	<b>408 Data Program Incentive Total</b>		<b>\$ .00</b>	<b>\$139,150.00</b>	<b>\$ .00</b>	<b>\$556,600.00</b>	<b>\$556,600.00</b>	<b>\$ .00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$139,150.00</b>	<b>\$ .00</b>	<b>\$556,600.00</b>	<b>\$556,600.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2012-02-01-01	Board of Test	\$ .00	\$ .00	\$ .00	\$21,000.00	\$21,000.00	\$ .00
	K8-2012-02-02-04	OSU PD	\$ .00	\$ .00	\$ .00	\$37,750.00	\$37,750.00	\$ .00
	K8-2012-02-03-03	OU SJE	\$ .00	\$ .00	\$ .00	\$92,365.00	\$92,365.00	\$ .00
	K8-2012-03-01-04	Atoka PD	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
	K8-2012-03-02-09	Bethany PD	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
	K8-2012-03-03-11	Bixby PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	K8-2012-03-04-02	Blackwell PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	K8-2012-03-05-12	Broken Arrow PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	K8-2012-03-06-04	Calera PD	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$ .00
	K8-2012-03-07-02	Canadian County SO	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$ .00
	K8-2012-03-08-02	Cleveland County SO	\$ .00	\$ .00	\$ .00	\$20,011.00	\$20,011.00	\$ .00
	K8-2012-03-10-03	Coweta PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	K8-2012-03-11-01	Creek County SO	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	K8-2012-03-12-03	Delaware County SO	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
	K8-2012-03-13-09	Durant PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00

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<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Bal.</b>	<b>Incr/(Decre)</b>	<b>Current Balance</b>	<b>Share to Local</b>
	K8-2012-03-14-14	Edmond PD	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$ .00
	K8-2012-03-15-08	Enid PD	\$ .00	\$ .00	\$ .00	\$77,000.00	\$77,000.00	\$ .00
	K8-2012-03-16-04	Eufaula PD	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$ .00
	K8-2012-03-17-03	Grove PD	\$ .00	\$ .00	\$ .00	\$12,500.00	\$12,500.00	\$ .00
	K8-2012-03-18-09	Guthrie PD	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$ .00
	K8-2012-03-19-04	Henryetta PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$ .00
	K8-2012-03-20-04	Idabel PD	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
	K8-2012-03-21-04	Kay County SO	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	K8-2012-03-22-09	Lawton PD	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$ .00
	K8-2012-03-23-03	Logan County SO	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$ .00
	K8-2012-03-24-04	Madill PD	\$ .00	\$ .00	\$ .00	\$12,500.00	\$12,500.00	\$ .00
	K8-2012-03-25-01	Miami PD	\$ .00	\$ .00	\$ .00	\$9,000.00	\$9,000.00	\$ .00
	K8-2012-03-26-09	Midwest City PD	\$ .00	\$ .00	\$ .00	\$32,500.00	\$32,500.00	\$ .00
	K8-2012-03-27-07	Moore PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	K8-2012-03-28-04	Norman PD	\$ .00	\$ .00	\$ .00	\$45,000.00	\$45,000.00	\$ .00
	K8-2012-03-29-08	Oklahoma City PD	\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	K8-2012-03-30-05	Oklahoma County SO	\$ .00	\$ .00	\$ .00	\$50,000.00	\$50,000.00	\$ .00
	K8-2012-03-31-05	OHP - LELs	\$ .00	\$ .00	\$ .00	\$35,541.67	\$35,541.67	\$ .00
	K8-2012-03-32-06	OHP	\$ .00	\$ .00	\$ .00	\$600,000.00	\$600,000.00	\$ .00
	K8-2012-03-33-03	Osage County SO	\$ .00	\$ .00	\$ .00	\$12,500.00	\$12,500.00	\$ .00
	K8-2012-03-34-01	Payne County SO	\$ .00	\$ .00	\$ .00	\$18,000.00	\$18,000.00	\$ .00
	K8-2012-03-35-05	Ponca City PD	\$ .00	\$ .00	\$ .00	\$7,500.00	\$7,500.00	\$ .00
	K8-2012-03-36-02	Rogers County SO	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$ .00
	K8-2012-03-37-04	Sallisaw PD	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$ .00
	K8-2012-03-38-02	Seminole County SO	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$ .00
	K8-2012-03-39-01	Seminole PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$ .00

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<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Bal.</b>	<b>Incre/(Decre)</b>	<b>Current Balance</b>	<b>Share to Local</b>
	K8-2012-03-40-06	Shawnee PD	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$ .00
	K8-2012-03-41-03	Skiatook PD	\$ .00	\$ .00	\$ .00	\$12,500.00	\$12,500.00	\$ .00
	K8-2012-03-42-01	Stroud PD	\$ .00	\$ .00	\$ .00	\$7,000.00	\$7,000.00	\$ .00
	K8-2012-03-43-10	Tahlequah PD	\$ .00	\$ .00	\$ .00	\$18,000.00	\$18,000.00	\$ .00
	K8-2012-03-44-02	Tecumseh PD	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
	K8-2012-03-45-05	Tulsa PD	\$ .00	\$ .00	\$ .00	\$55,000.00	\$55,000.00	\$ .00
	K8-2012-03-46-01	Vinita PD	\$ .00	\$ .00	\$ .00	\$9,000.00	\$9,000.00	\$ .00
	K8-2012-03-47-03	Washington County SO	\$ .00	\$ .00	\$ .00	\$11,000.00	\$11,000.00	\$ .00
	K8-2012-03-48-02	Weatherford PD	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$ .00
	K8-2012-03-49-04	Yukon PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$ .00
	K8-2012-03-97-01	Corridor Project	\$ .00	\$ .00	\$ .00	\$80,000.00	\$80,000.00	\$ .00
	K8-2012-04-01-00	AL PI&E	\$ .00	\$ .00	\$ .00	\$3,000.00	\$3,000.00	\$ .00
	K8-2012-05-01-08	OU Conf Planners	\$ .00	\$ .00	\$ .00	\$20,500.00	\$20,500.00	\$ .00
	K8-2012-05-02-00	SIDNE Vehicle	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$ .00
	K8-2012-06-01-04	OSBI	\$ .00	\$ .00	\$ .00	\$79,800.00	\$79,800.00	\$ .00
	K8-2012-06-02-04	OSBI	\$ .00	\$ .00	\$ .00	\$340,000.00	\$340,000.00	\$ .00
	K8-2012-06-03-06	OU - Software Development	\$ .00	\$ .00	\$ .00	\$115,000.00	\$115,000.00	\$ .00
	K8-2012-07-01-00	Program Area Management	\$ .00	\$ .00	\$ .00	\$28,162.00	\$28,162.00	\$ .00
	K8-2012-07-02-00		\$ .00	\$9,661,440.00	\$ .00	\$ .00	\$ .00	\$ .00
						<b>\$2,443,129.67</b>	<b>\$2,443,129.67</b>	
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$9,661,440.00</b>	<b>\$ .00</b>			<b>\$ .00</b>
	<b>410 Alcohol SAFETEA-LU Paid Media</b>							
	K8PM-2012-02-01-06	Media-- Brothers & Co	\$ .00	\$ .00	\$ .00	\$270,000.00	\$270,000.00	\$ .00
	K8PM-2012-02-02-00	Sports Marketing	\$ .00	\$ .00	\$ .00	\$507,350.00	\$507,350.00	\$ .00
	<b>410 Alcohol SAFETEA-LU Paid Media Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$777,350.00</b>	<b>\$777,350.00</b>	<b>\$ .00</b>
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$9,661,440.00</b>	<b>\$ .00</b>	<b>\$3,220,479.67</b>	<b>\$3,220,479.67</b>	<b>\$ .00</b>

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>2010 Motorcycle Safety</b>								
	K6-2012-02-02-06	Media - Brothers & Co.	\$ .00	\$ .00	\$ .00	\$10,662.82	\$10,662.82	\$ .00
	K6-2012-03-01-12	Broken Arrow PD	\$ .00	\$ .00	\$ .00	\$19,000.00	\$19,000.00	\$ .00
	K6-2012-03-02-06	Edmond PD	\$ .00	\$ .00	\$ .00	\$116,538.00	\$116,538.00	\$ .00
	K6-2012-04-01-00	MC PI&E	\$ .00	\$ .00	\$ .00	\$33,700.00	\$33,700.00	\$ .00
	<b>2010 Motorcycle Safety Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$179,900.82</b>	<b>\$179,900.82</b>	<b>\$ .00</b>
	<b>2010 Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$179,900.82</b>	<b>\$179,900.82</b>	<b>\$ .00</b>
				<b>\$11,108,810.0</b>		<b>\$8,046,653.22</b>	<b>\$8,046,653.22</b>	<b>\$1,963,785.00</b>
	<b>NHTSA Total</b>		<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>			
				<b>\$11,108,810.0</b>		<b>\$8,046,653.22</b>	<b>\$8,046,653.22</b>	<b>\$1,963,785.00</b>
	<b>Total</b>		<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>			

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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2012-07-01-00	\$316,300.00	\$316,300.00 50%	\$147,834.27	\$168,465.73	\$0.00 0%	\$316,300.00 50%	\$316,300.00 100%
	<b>Planning and Administration Total</b>	<b>\$316,300.00</b>	<b>\$316,300.00</b> <b>50%</b>	<b>\$147,834.27</b>	<b>\$168,465.73</b>	<b>\$0.00</b> <b>0%</b>	<b>\$316,300.00</b> <b>50%</b>	<b>\$316,300.00</b> <b>100%</b>
<b>Alcohol</b>								
	AL-2012-02-04-11	\$68,047.00	\$0.00 0%	\$68,047.00	\$0.00	\$68,047.00 100%		
	AL-2012-03-01-02	\$19,989.00	\$0.00 0%	\$19,989.00	\$0.00	\$19,989.00 100%		
	AL-2012-03-02-09	\$32,733.00	\$0.00 0%	\$32,733.00	\$0.00	\$32,733.00 100%		
	AL-2012-03-03-05	\$83,993.00	\$0.00 0%	\$83,993.00	\$0.00	\$83,993.00 100%		
	AL-2012-07-01-00	\$264,322.98	\$0.00 0%	\$214,322.98	\$50,000.00	\$0.00 0%		
	AL-2012-02-03-12	\$30,000.00	\$0.00 0%	\$30,000.00	\$0.00	\$30,000.00 100%		
	AL-2012-02-01-16	\$75,000.00	\$0.00 0%	\$75,000.00	\$0.00	\$75,000.00 100%		
	AL-2012-02-02-09	\$135,048.00	\$0.00 0%	\$135,048.00	\$0.00	\$135,048.00 100%		
	<b>Alcohol Total</b>	<b>\$709,132.98</b>	<b>\$0.00</b> <b>0%</b>	<b>\$659,132.98</b>	<b>\$50,000.00</b>	<b>\$444,810.00</b> <b>63%</b>		
<b>Motorcycle Safety</b>								
	MC-2012-03-01-12	\$5,000.00	\$0.00 0%	\$5,000.00	\$0.00	\$5,000.00 100%		
	<b>Motorcycle Safety Total</b>	<b>\$5,000.00</b>	<b>\$0.00</b>	<b>\$5,000.00</b>	<b>\$0.00</b>	<b>\$5,000.00</b>		



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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
			<b>0%</b>				<b>100%</b>	
<b>Occupant Protection</b>								
	OP-2012-03-04-04	\$41,500.00	\$0.00 0%	\$41,500.00	\$0.00		\$41,500.00 100%	
	OP-2012-03-05-08	\$90,000.00	\$0.00 0%	\$90,000.00	\$0.00		\$90,000.00 100%	
	OP-2012-03-06-05	\$110,500.00	\$0.00 0%	\$110,500.00	\$0.00		\$110,500.00 100%	
	OP-2012-03-08-02	\$16,500.00	\$0.00 0%	\$16,500.00	\$0.00		\$16,500.00 100%	
	OP-2012-03-09-04	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00		\$15,000.00 100%	
	OP-2012-05-01-00	\$150,000.00	\$0.00 0%	\$150,000.00	\$0.00		\$0.00 0%	
	OP-2012-07-01-00	\$205,072.15	\$0.00 0%	\$150,000.00	\$55,072.15		\$0.00 0%	
	OP-2012-03-03-07	\$40,500.00	\$0.00 0%	\$40,500.00	\$0.00		\$40,500.00 100%	
	OP-2012-03-01-09	\$18,000.00	\$0.00 0%	\$18,000.00	\$0.00		\$18,000.00 100%	
	OP-2012-02-02-12	\$36,500.00	\$0.00 0%	\$36,500.00	\$0.00		\$0.00 0%	
	OP-2012-02-01-14	\$180,850.00	\$0.00 0%	\$180,850.00	\$0.00		\$180,850.00 100%	
	<b>Occupant Protection Total</b>	<b>\$904,422.15</b>	<b>\$0.00 0%</b>	<b>\$849,350.00</b>	<b>\$55,072.15</b>		<b>\$512,850.00 57%</b>	
<b>Police Traffic Services</b>								
	PT-2012-03-16-02	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00		\$15,000.00 100%	

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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
			\$ .00			\$25,000.00		
	PT-2012-03-17-09	\$25,000.00	0%	\$25,000.00	\$ .00	100%		
			\$ .00			\$20,000.00		
	PT-2012-03-18-01	\$20,000.00	0%	\$20,000.00	\$ .00	100%		
			\$ .00			\$12,375.00		
	PT-2012-03-19-04	\$12,375.00	0%	\$12,375.00	\$ .00	100%		
			\$ .00			\$29,250.00		
	PT-2012-03-33-09	\$29,250.00	0%	\$29,250.00	\$ .00	100%		
			\$ .00			\$40,000.00		
	PT-2012-03-97-01	\$40,000.00	0%	\$40,000.00	\$ .00	100%		
			\$ .00			\$90,000.00		
	PT-2012-03-98-02	\$90,000.00	0%	\$90,000.00	\$ .00	100%		
			\$ .00			\$48,000.00		
	PT-2012-03-99-00	\$48,000.00	0%	\$48,000.00	\$ .00	100%		
			\$ .00			\$71,250.00		
	PT-2012-05-01-08	\$95,000.00	0%	\$95,000.00	\$ .00	75%		
			\$ .00			\$ .00		
	PT-2012-07-01-00	\$329,966.86	0%	\$229,966.86	\$100,000.00	0%		
			\$991,920.00			\$ .00		
	PT-2012-07-02-00	\$ .00	100%	\$ .00	\$ .00	0%		
			\$ .00			\$11,000.00		
	PT-2012-03-30-03	\$11,000.00	0%	\$11,000.00	\$ .00	100%		
			\$ .00			\$6,000.00		
	PT-2012-03-31-02	\$6,000.00	0%	\$6,000.00	\$ .00	100%		
			\$ .00			\$10,000.00		
	PT-2012-03-32-02	\$10,000.00	0%	\$10,000.00	\$ .00	100%		
			\$ .00			\$ .00		
	PT-2012-03-20-05	\$357,043.33	0%	\$357,043.33	\$ .00	0%		

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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
			\$ .00			\$5,500.00		
	PT-2012-03-21-03	\$5,500.00	0%	\$5,500.00	\$ .00	100%		
			\$ .00			\$5,000.00		
	PT-2012-03-22-01	\$5,000.00	0%	\$5,000.00	\$ .00	100%		
			\$ .00			\$14,400.00		
	PT-2012-03-23-04	\$14,400.00	0%	\$14,400.00	\$ .00	100%		
			\$ .00			\$26,550.00		
	PT-2012-03-24-05	\$26,550.00	0%	\$26,550.00	\$ .00	100%		
			\$ .00			\$16,200.00		
	PT-2012-03-25-02	\$16,200.00	0%	\$16,200.00	\$ .00	100%		
			\$ .00			\$47,700.00		
	PT-2012-03-26-11	\$47,700.00	0%	\$47,700.00	\$ .00	100%		
			\$ .00			\$12,000.00		
	PT-2012-03-27-06	\$12,000.00	0%	\$12,000.00	\$ .00	100%		
			\$ .00			\$12,500.00		
	PT-2012-03-28-03	\$12,500.00	0%	\$12,500.00	\$ .00	100%		
			\$ .00			\$46,800.00		
	PT-2012-03-29-05	\$46,800.00	0%	\$46,800.00	\$ .00	100%		
			\$ .00			\$ .00		
	PT-2012-02-01-03	\$20,000.00	0%	\$20,000.00	\$ .00	0%		
			\$ .00			\$18,000.00		
	PT-2012-03-01-04	\$18,000.00	0%	\$18,000.00	\$ .00	100%		
			\$ .00			\$10,000.00		
	PT-2012-03-02-04	\$10,000.00	0%	\$10,000.00	\$ .00	100%		
			\$ .00			\$20,000.00		
	PT-2012-03-03-11	\$20,000.00	0%	\$20,000.00	\$ .00	100%		
			\$ .00			\$41,500.00		
	PT-2012-03-04-12	\$41,500.00	0%	\$41,500.00	\$ .00	100%		

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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
	PT-2012-03-05-04	\$19,500.00	\$0.00 0%	\$19,500.00	\$0.00	\$19,500.00 100%		
	PT-2012-03-06-02	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	PT-2012-03-07-01	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	PT-2012-03-08-05	\$19,800.00	\$0.00 0%	\$19,800.00	\$0.00	\$19,800.00 100%		
	PT-2012-03-09-03	\$2,000.00	\$0.00 0%	\$2,000.00	\$0.00	\$2,000.00 100%		
	PT-2012-03-10-03	\$10,000.00	\$0.00 0%	\$10,000.00	\$0.00	\$10,000.00 100%		
	PT-2012-03-11-03	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	PT-2012-03-12-09	\$19,800.00	\$0.00 0%	\$19,800.00	\$0.00	\$19,800.00 100%		
	PT-2012-03-13-08	\$2,000.00	\$0.00 0%	\$2,000.00	\$0.00	\$2,000.00 100%		
	PT-2012-03-14-01	\$12,000.00	\$0.00 0%	\$12,000.00	\$0.00	\$12,000.00 100%		
	PT-2012-03-15-03	\$27,000.00	\$0.00 0%	\$27,000.00	\$0.00	\$27,000.00 100%		
	<b>Police Traffic Services Total</b>	<b>\$1,541,885.19</b>	<b>\$991,920.00 39%</b>	<b>\$1,441,885.19</b>	<b>\$100,000.00</b>	<b>\$811,125.00 53%</b>		
<b>Traffic Records</b>								
	TR-2012-07-01-00	\$128,932.68	\$0.00 0%	\$100,000.00	\$28,932.68	\$0.00 0%		
	<b>Traffic Records Total</b>	<b>\$128,932.68</b>	<b>\$0.00 0%</b>	<b>\$100,000.00</b>	<b>\$28,932.68</b>	<b>\$0.00 0%</b>		
<b>Railroad/Highway Crossings</b>								

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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
	RH-2012-02-01-08	\$27,000.00	\$0.00 0%	\$27,000.00	\$0.00	\$0.00 0%		
	<b>Railroad/Highway Crossings Total</b>	<b>\$27,000.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$27,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b> <b>0%</b>		
	<b>Speed Enforcement</b>							
	SE-2012-03-06-07	\$63,000.00	\$0.00 0%	\$63,000.00	\$0.00	\$63,000.00 100%		
	SE-2012-03-05-02	\$9,000.00	\$0.00 0%	\$9,000.00	\$0.00	\$9,000.00 100%		
	SE-2012-03-03-04	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	SE-2012-03-02-14	\$30,000.00	\$0.00 0%	\$30,000.00	\$0.00	\$30,000.00 100%		
	SE-2012-03-01-02	\$9,000.00	\$0.00 0%	\$9,000.00	\$0.00	\$9,000.00 100%		
	SE-2012-03-07-03	\$25,000.00	\$0.00 0%	\$25,000.00	\$0.00	\$25,000.00 100%		
	SE-2012-03-08-08	\$9,000.00	\$0.00 0%	\$9,000.00	\$0.00	\$9,000.00 100%		
	SE-2012-03-04-04	\$30,000.00	\$0.00 0%	\$30,000.00	\$0.00	\$30,000.00 100%		
	<b>Speed Enforcement Total</b>	<b>\$190,000.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$190,000.00</b>	<b>\$0.00</b>	<b>\$190,000.00</b> <b>100%</b>		
	<b>Paid Advertising</b>							
	PM-2012-02-01-06	\$145,000.00	\$0.00 0%	\$145,000.00	\$0.00	\$0.00 0%		
	<b>Paid Advertising Total</b>	<b>\$145,000.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$145,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b> <b>0%</b>		
	<b>NHTSA 402 Total</b>	<b>\$3,967,673.00</b>	<b>\$1,308,220.00</b> <b>25%</b>	<b>\$3,565,202.44</b>	<b>\$402,470.56</b>	<b>\$1,963,785.00</b> <b>49%</b>	<b>\$316,300.00</b> <b>50%</b>	<b>\$316,300.00</b> <b>8%</b>

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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)
<b>NHTSA 406</b>								
	K4-2012-05-03-00	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00 0%	\$0.00	\$0.00
	K4-2012-07-01-00	\$1,440.00	\$0.00 0%	\$0.00	\$1,440.00	\$0.00 0%	\$0.00	\$0.00
	K4-2012-04-01-00	\$3,000.00	\$0.00 0%	\$0.00	\$3,000.00	\$0.00 0%	\$0.00	\$0.00
	K4-2012-03-01-05	\$72,809.73	\$0.00 0%	\$0.00	\$72,809.73	\$0.00 0%	\$0.00	\$0.00
	K4-2012-02-01-00	\$31,750.00	\$0.00 0%	\$0.00	\$31,750.00	\$0.00 0%	\$0.00	\$0.00
	K4-2012-04-02-00	\$3,000.00	\$0.00 0%	\$0.00	\$3,000.00	\$0.00 0%	\$0.00	\$0.00
	<b>406 Safety Belts Incentive Total</b>	<b>\$121,999.73</b>	<b>\$0.00 0%</b>	<b>\$0.00</b>	<b>\$121,999.73</b>	<b>\$0.00 0%</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>NHTSA 406 Total</b>	<b>\$121,999.73</b>	<b>\$0.00 0%</b>	<b>\$0.00</b>	<b>\$121,999.73</b>	<b>\$0.00 0%</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2012-06-03-09	\$54,660.00	\$0.00 0%	\$0.00	\$54,660.00	\$0.00 0%	\$0.00	\$0.00
	K9-2012-06-02-06	\$220,000.00	\$0.00 0%	\$0.00	\$220,000.00	\$0.00 0%	\$0.00	\$0.00
	K9-2012-07-02-00	\$0.00	\$139,150.00 100%	\$0.00	\$0.00	\$0.00 0%	\$0.00	\$0.00
	K9-2012-06-01-05	\$108,000.00	\$0.00 0%	\$0.00	\$108,000.00	\$0.00 0%	\$0.00	\$0.00
	K9-2012-05-01-05	\$165,000.00	\$0.00 0%	\$0.00	\$165,000.00	\$0.00 0%	\$0.00	\$0.00
	K9-2012-05-02-00	\$8,940.00	\$0.00 0%	\$0.00	\$8,940.00	\$0.00 0%	\$0.00	\$0.00

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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
			<b>\$139,150.00</b>				<b>\$0.00</b>	
	<b>408 Data Program Incentive Total</b>	<b>\$556,600.00</b>	<b>20%</b>	<b>\$0.00</b>	<b>\$556,600.00</b>		<b>0%</b>	
	<b>408 Data Program SAFETEA-LU</b>		<b>\$139,150.00</b>				<b>\$0.00</b>	
	<b>Total</b>	<b>\$556,600.00</b>	<b>20%</b>	<b>\$0.00</b>	<b>\$556,600.00</b>		<b>0%</b>	
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2012-02-01-01	\$21,000.00	\$0.00 0%	\$0.00	\$21,000.00		\$0.00 0%	
	K8-2012-02-02-04	\$37,750.00	\$0.00 0%	\$0.00	\$37,750.00		\$0.00 0%	
	K8-2012-02-03-03	\$92,365.00	\$0.00 0%	\$0.00	\$92,365.00		\$0.00 0%	
	K8-2012-03-01-04	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00		\$0.00 0%	
	K8-2012-03-02-09	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00		\$0.00 0%	
	K8-2012-03-03-11	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00		\$0.00 0%	
	K8-2012-03-04-02	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00		\$0.00 0%	
	K8-2012-03-05-12	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00		\$0.00 0%	
	K8-2012-03-06-04	\$12,000.00	\$0.00 0%	\$0.00	\$12,000.00		\$0.00 0%	
	K8-2012-03-07-02	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00		\$0.00 0%	
	K8-2012-03-08-02	\$20,011.00	\$0.00 0%	\$0.00	\$20,011.00		\$0.00 0%	
	K8-2012-03-10-03	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00		\$0.00 0%	

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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
	K8-2012-03-11-01	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00	\$0.00 0%		
	K8-2012-03-12-03	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00 0%		
	K8-2012-03-13-09	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00	\$0.00 0%		
	K8-2012-03-14-14	\$30,000.00	\$0.00 0%	\$0.00	\$30,000.00	\$0.00 0%		
	K8-2012-03-15-08	\$77,000.00	\$0.00 0%	\$0.00	\$77,000.00	\$0.00 0%		
	K8-2012-03-16-04	\$12,000.00	\$0.00 0%	\$0.00	\$12,000.00	\$0.00 0%		
	K8-2012-03-17-03	\$12,500.00	\$0.00 0%	\$0.00	\$12,500.00	\$0.00 0%		
	K8-2012-03-18-09	\$12,000.00	\$0.00 0%	\$0.00	\$12,000.00	\$0.00 0%		
	K8-2012-03-19-04	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00 0%		
	K8-2012-03-20-04	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00 0%		
	K8-2012-03-21-04	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00	\$0.00 0%		
	K8-2012-03-22-09	\$25,000.00	\$0.00 0%	\$0.00	\$25,000.00	\$0.00 0%		
	K8-2012-03-23-03	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00 0%		
	K8-2012-03-24-04	\$12,500.00	\$0.00 0%	\$0.00	\$12,500.00	\$0.00 0%		



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	K8-2012-03-25-01	\$9,000.00	\$0.00 0%	\$0.00	\$9,000.00	\$0.00 0%		
	K8-2012-03-26-09	\$32,500.00	\$0.00 0%	\$0.00	\$32,500.00	\$0.00 0%		
	K8-2012-03-27-07	\$20,000.00	\$0.00 0%	\$0.00	\$20,000.00	\$0.00 0%		
	K8-2012-03-28-04	\$45,000.00	\$0.00 0%	\$0.00	\$45,000.00	\$0.00 0%		
	K8-2012-03-29-08	\$100,000.00	\$0.00 0%	\$0.00	\$100,000.00	\$0.00 0%		
	K8-2012-03-30-05	\$50,000.00	\$0.00 0%	\$0.00	\$50,000.00	\$0.00 0%		
	K8-2012-03-31-05	\$35,541.67	\$0.00 0%	\$0.00	\$35,541.67	\$0.00 0%		
	K8-2012-03-32-06	\$600,000.00	\$0.00 0%	\$0.00	\$600,000.00	\$0.00 0%		
	K8-2012-03-33-03	\$12,500.00	\$0.00 0%	\$0.00	\$12,500.00	\$0.00 0%		
	K8-2012-03-34-01	\$18,000.00	\$0.00 0%	\$0.00	\$18,000.00	\$0.00 0%		
	K8-2012-03-35-05	\$7,500.00	\$0.00 0%	\$0.00	\$7,500.00	\$0.00 0%		
	K8-2012-03-36-02	\$30,000.00	\$0.00 0%	\$0.00	\$30,000.00	\$0.00 0%		
	K8-2012-03-37-04	\$12,000.00	\$0.00 0%	\$0.00	\$12,000.00	\$0.00 0%		
	K8-2012-03-38-02	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00 0%		

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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
	K8-2012-03-39-01	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00 0%		
	K8-2012-03-40-06	\$12,000.00	\$0.00 0%	\$0.00	\$12,000.00	\$0.00 0%		
	K8-2012-03-41-03	\$12,500.00	\$0.00 0%	\$0.00	\$12,500.00	\$0.00 0%		
	K8-2012-03-42-01	\$7,000.00	\$0.00 0%	\$0.00	\$7,000.00	\$0.00 0%		
	K8-2012-03-43-10	\$18,000.00	\$0.00 0%	\$0.00	\$18,000.00	\$0.00 0%		
	K8-2012-03-44-02	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00 0%		
	K8-2012-03-45-05	\$55,000.00	\$0.00 0%	\$0.00	\$55,000.00	\$0.00 0%		
	K8-2012-03-46-01	\$9,000.00	\$0.00 0%	\$0.00	\$9,000.00	\$0.00 0%		
	K8-2012-03-47-03	\$11,000.00	\$0.00 0%	\$0.00	\$11,000.00	\$0.00 0%		
	K8-2012-03-48-02	\$6,000.00	\$0.00 0%	\$0.00	\$6,000.00	\$0.00 0%		
	K8-2012-03-49-04	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00 0%		
	K8-2012-03-97-01	\$80,000.00	\$0.00 0%	\$0.00	\$80,000.00	\$0.00 0%		
	K8-2012-04-01-00	\$3,000.00	\$0.00 0%	\$0.00	\$3,000.00	\$0.00 0%		
	K8-2012-05-01-08	\$20,500.00	\$0.00 0%	\$0.00	\$20,500.00	\$0.00 0%		

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<b>Program Area</b>	<b>Project</b>	<b>Approved Amount (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
	K8-2012-05-02-00	\$30,000.00	\$0.00 0%	\$0.00	\$30,000.00	\$0.00 0%		
	K8-2012-06-01-04	\$79,800.00	\$0.00 0%	\$0.00	\$79,800.00	\$0.00 0%		
	K8-2012-06-02-04	\$340,000.00	\$0.00 0%	\$0.00	\$340,000.00	\$0.00 0%		
	K8-2012-06-03-06	\$115,000.00	\$0.00 0%	\$0.00	\$115,000.00	\$0.00 0%		
	K8-2012-07-01-00	\$28,162.00	\$0.00 0%	\$0.00	\$28,162.00	\$0.00 0%		
	K8-2012-07-02-00	\$0.00	\$9,661,440.00 100%	\$0.00	\$0.00	\$0.00 0%		
			<b>\$9,661,440.00</b>			<b>\$0.00</b>		
<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$2,443,129.67</b>	<b>80%</b>	<b>\$0.00</b>	<b>\$2,443,129.67</b>	<b>0%</b>		
<b>410 Alcohol SAFETEA-LU Paid Media</b>								
	K8PM-2012-02-01-06	\$270,000.00	\$0.00 0%	\$0.00	\$270,000.00	\$0.00 0%		
	K8PM-2012-02-02-00	\$507,350.00	\$0.00 0%	\$0.00	\$507,350.00	\$0.00 0%		
<b>410 Alcohol SAFETEA-LU Paid Media</b>			<b>\$0.00</b>			<b>\$0.00</b>		
<b>Total</b>		<b>\$777,350.00</b>	<b>0%</b>	<b>\$0.00</b>	<b>\$777,350.00</b>	<b>0%</b>		
			<b>\$9,661,440.00</b>			<b>\$0.00</b>		
<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$3,220,479.67</b>	<b>75%</b>	<b>\$0.00</b>	<b>\$3,220,479.67</b>	<b>0%</b>		
<b>2010 Motorcycle Safety</b>								
	K6-2012-04-01-00	\$33,700.00	\$0.00 0%	\$0.00	\$33,700.00	\$0.00 0%		
	K6-2012-03-02-06	\$116,538.00	\$0.00 0%	\$0.00	\$116,538.00	\$0.00 0%		
	K6-2012-03-01-12	\$19,000.00	\$0.00 0%	\$0.00	\$19,000.00	\$0.00 0%		

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	K6-2012-02-02-06	\$10,662.82	\$0.00 0%	\$0.00	\$10,662.82	\$0.00 0%		
<b>2010 Motorcycle Safety Incentive Total</b>		<b>\$179,900.82</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$179,900.82</b>	<b>\$0.00</b> <b>0%</b>		
<b>2010 Motorcycle Safety Total</b>		<b>\$179,900.82</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$179,900.82</b>	<b>\$0.00</b> <b>0%</b>		
	<b>NHTSA Total</b>	<b>\$8,046,653.22</b>	<b>\$11,108,810.00</b> <b>58%</b>	<b>\$3,565,202.44</b>	<b>\$4,481,450.78</b>	<b>\$1,963,785.00</b> <b>24%</b>	<b>\$316,300.00</b> <b>50%</b>	<b>\$316,300.00</b> <b>4%</b>
	<b>Total</b>	<b>\$8,046,653.22</b>	<b>\$11,108,810.00</b> <b>58%</b>	<b>\$3,565,202.44</b>	<b>\$4,481,450.78</b>	<b>\$1,963,785.00</b> <b>24%</b>	<b>\$316,300.00</b> <b>50%</b>	<b>\$316,300.00</b> <b>4%</b>