



OKLAHOMA

Commercial Vehicle Safety Plan

**Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program**

Fiscal Years 2019 - 2021

Date of Approval: June 27, 2019

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2019 - 2021)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2019 - 2021)
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2019:

Multi-Year plans—For FY 2019, all States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

Part 1 Section 2 - Mission/Goal Statement**Instructions:**

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The Oklahoma Department of Public Safety (DPS) is designated by the Secretary of Public Safety at the direction of Oklahoma's Governor as the lead Motor Carrier Safety Assistance Program (MCSAP) agency for the State. Oklahoma Highway Patrol (OHP) Troop S – Commercial Vehicle Enforcement (Troop S) is responsible for the regulation and enforcement of the Federal Motor Carrier Regulations (49 CFR Parts 40, 303, 325, 350-399), Hazardous Material Regulations (49 CFR Parts 100-185), and Oklahoma Statute Title 47. The State of Oklahoma adopted the FMCSRs and HMRs pertaining to motor carrier safety and hazardous materials transportation which can be found in Oklahoma Administrative Rules, Title 595 - Department of Public Safety. DPS provides Troop S financial and material support to execute this assigned task.

The OHP, a division of DPS, is dedicated to protecting the lives and property of all persons within the State of Oklahoma. This statement is affirmed in the Oklahoma Highway Patrol Operations Manual which proclaims “the primary function of the Oklahoma Highway Patrol is the protection of lives and property in the State of Oklahoma”. The OHP will actively pursue the reduction of collisions and fatalities involving large truck and passenger carriers through enforcing Oklahoma State Laws and the FMCSRs. In this pursuit, the OHP will work in partnership with the Federal Motor Carrier Safety Administration (FMCSA) in improving the safety of the Nation's transportation system, within Oklahoma. This partnership will work to establish and maintain programs that improve motor carrier, CMV, and driver safety by: 1) making investments to promote safe CMV transportation, including the transportation of passengers and hazardous materials; 2) investing in activities likely to generate maximum reductions in the number and severity of large truck trucks and passenger carrier collisions; 3) adopting and enforcing effective motor carrier, CMV, and driver safety regulations and practices consistent with Federal requirements; and 4) assessing and improving statewide performance by setting program goals and meeting performance standards, measures, and benchmarks.

Troop S will focus on problem-specific areas and/or activities of motor carriers and their drivers through random and selective roadside & fixed site inspections, CMV and non-CMV traffic enforcement, Compliance Investigations, New Entrant Safety Audits, public and motor carrier outreach / education, and data collection. These priorities will ultimately aid in the reduction of collisions & fatalities involving large trucks and passenger carriers as well as criminal activity. This goal will be accomplished through planning using all available data, executing innovative and effective enforcement strategies, and reviewing our efforts on a quarterly basis and making adjustments as needed to attain our goal.

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

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: *Please do not include activities or expenses associated with any other FMCSA grant program.*

Troop S - Commercial Motor Vehicle Enforcement division is comprised of the following full time positions unless otherwise indicated: a Captain, Lieutenants, uniformed personnel (State Troopers and law enforcement officers), civilian personnel which includes - Safety Investigators, Port-of-Entry (POE) CMV inspectors, 1 part time DPS attorney, DPS IT support, civilian administrative staff members and civilian program consultant. The full time personnel conduct driver / vehicle inspections, Compliance Investigations, New Entrant Safety Audits, training, and outreach programs. The number of personnel assigned / employed in Troop S fluctuates throughout the year based on changes which include but not limited to: permanent or temporary assignments, promotions, retirements, and State Law requirements. Any vacant positions within the Troop are attempted to be filled as soon as practical and possible. Troop S also has numerous State Troopers assigned to the division on a part time basis to help Troop S fulfill its mission.

Troop S personnel are committed to reducing collisions and fatalities involving large trucks and passenger carriers by providing CMV education, training and enforcement. This dedication takes place through many activities involving Troop S funded through the MCSAP grant. First, Troop S full time and part time personnel are certified through Commercial Vehicle Safety Alliance (CVSA) in the North American Standard (NAS) roadside inspection conduct inspections of CMVs and their drivers. OHP uniformed personnel who are certified as roadside inspectors concentrate on mobile enforcement, while Troop S civilian Safety Investigators and uniform Port of Entry Officers (POE), who are certified inspectors, concentrate on fixed site enforcement. Inspections, whether occurring at the roadside or fixed locations, enforce State law, including size and weight activity, and the FMCSRs. Second, all OHP uniformed personnel conduct mobile traffic enforcement of State laws on CMVs and non-CMV's. Third, Troop S has certified investigators who, along with their FMCSA partners, conduct Compliance Reviews / Investigations and New Entrant Safety Audits. Fourth, Troop S provides the public, CMV industry, and enforcement officers and/or agencies with education and training through awareness & outreach programs. Fifth, Troop S is responsible for CMV data collection and the accuracy of that information. Supervisor and office personnel review data collection to ensure it is complete, accurate and on time. Any discrepancies discovered by Troop S are either corrected or sent back to the originating source for correction. Some discrepancies are discovered by motor carriers or their drivers. These discrepancies are brought to the attention of Troop S through the Data Q process. Once a Data Q is received, depending on the issue, it is reviewed. A determination is made if corrective action should or should not be taken as a result of that review.

Troop S inspection personnel attend all required Troop meetings, training for CMV enforcement, and inspection training updates and changes. Training occurs through classroom instruction, field training, webinars and conference calls. Troop S is anticipating conducting several FMCSA classes during this performance period using MCSAP grant funds, NAS Part A and Part B, General Hazardous Materials, Hazardous Materials Cargo Tank, Other HM Bulk Packaging, and Passenger Vehicle Inspection. Troop S has several FMCSA National Training Center (NTC) certified instructors who instruct these courses. These certified NTC instructors not only teach within Oklahoma but also travel throughout the country, as assigned, teaching FMCSA courses to other agencies.

Troop S is active in CVSA activities, conferences and training. CVSA is a non-profit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of CMV inspections and enforcement by certified inspectors dedicated to driver and vehicle safety. Troop S has several personnel who serve on various CVSA committees. This allows Troop S to ensure they are current with inspection procedures, CVSA policies, FMCSA rules and regulations, and industry concerns. Oklahoma will support and participate in CVSA inspection activities such as International Road Check, Operation Airbrake/Brake Safety Week, Operation Safe Driver, and all other pertinent CVSA inspection activities. Troop S will also participate in various traffic enforcement related events sponsored by the National Highway Traffic Safety Administration (NHTSA) and / or the Oklahoma Highway Safety Office.

Troop S is currently assessing civil penalties on out-of-service violations discovered during driver / vehicle inspections according to CVSA out-of-service criteria. Troop S is continuing its attempt to implement an intrastate motor carrier Compliance Reviews / Investigations during this performance period and will use civil penalties as an enforcement tool.

Part Time Inspection Personnel

Troopers from various field Troops throughout the State who are certified as CMV inspectors are assigned to Troop S on a part time basis. To be accepted into this program Troopers are required to meet and maintain the NAS inspection certification requirements. These part time positions allows Troop S to provide additional enforcement personnel throughout the State. Troopers conduct inspections through random inspection of commercial motor vehicles or based on observed traffic enforcement violations. Part time inspectors provide additional enforcement of seat belt, cell phone & texting, inattentive driving, and collision causation violations. This program serves to fulfill the OHP career path for

those members who desire to become full time CMV enforcement Troopers. Part time Troopers are given an opportunity to become certified in Hazardous Material and Cargo Tank inspections as classes are offered. DPS does not seek reimbursement from FMCSA for their activity but uses their eligible hours to help meet our maintenance of effort (MOE).

Port of Entry (POE)

Port of Entry (POE) inspectors are employed as a DPS civilian or law enforcement officer conducting CMV inspections. POE inspectors are assigned to Troop S, reporting to a fixed site location conducting driver / vehicle inspections. All DPS POE inspectors are initially CVSA NAS Level 1 certified with General HM and HM Cargo tank certifications added as classes are available. DPS does not seek reimbursement from FMCSA for POE activity but uses all eligible costs necessary to operate the POE program to help meet our MOE and/or State match.

Criminal Interdiction

There are currently several part time Troopers who are assigned full time to Troop SO - Special Operations / Criminal Interdiction. This troop is primarily responsible for conducting criminal and drug interdiction activities on Oklahoma highways. These Troop SO members are CVSA certified to conduct driver / vehicle inspections and work CMV interdiction as well as non-CMV interdiction. Troop SO provides assistance to Troop S whenever requested with canine detection dogs, detection and arrest of CMV drivers transporting illegal substances or illegal currency, and with follow-up investigations as needed.

Special Emphasis

Throughout the performance period, Troop S will conduct various special emphasis in order to facilitate our goal of reducing collisions and fatalities involving large trucks and passenger carriers. Some special emphases are in conjunction with CVSA, NHTSA, or FMCSA projects to include, but not limited to, Road Check, Positive Driver investigations, and Passenger Carrier initiatives. Troop S further establishes additional special emphasis projects that include, but not limited to, Hazardous Materials transportation, Passenger Carrier transportation, drug interdiction, traffic enforcement on CMVs and non-CMV (with violations around CMVs), work zones and high collision corridors. Troop S uses available data on CMV activity, incidents or collisions to determine when and where these need to be worked.

Premium Pay

Throughout the performance period, Troop S will conduct various premium pay shifts in order to facilitate our goal of reducing collisions and fatalities involving large trucks and passenger carriers. The premium pay shifts focus on unsafe driving to include non-CMV enforcement when necessary, Hazardous Material transportation, Passenger Vehicle transportation and POEs. Troop S will also conduct premium pay activities in high crash corridors, work zones, areas with a high traffic number of CMVs travel, or in conjunction with special emphasis to help promote the reduction of crashes involving large trucks and passenger carriers. Premium pay shifts allow Troop S to help reduce CMV related crashes by increasing our manpower since these shifts allow Troop S troopers to work non-scheduled shifts, increasing our presence, and focusing on areas that need to be targeted.

Part 1 Section 4 - MCSAP Structure

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	OKLAHOMA DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	129
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	51
Traffic Enforcement Activities	51
Investigations*	8
Public Education and Awareness	9
Data Collection and Reporting	10
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	
Total # of MCSAP Participating Personnel:	

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2019 - 2021 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the Activity Dashboard and/or the CVSP Toolkit on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

Part 2 Section 2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2013 - 2017

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	120	107	120
01/01/2016	12/31/2016	115	107	115
01/01/2015	12/31/2015	99	95	99
01/01/2014	12/31/2014	109	106	109
01/01/2013	12/31/2013	116	98	116

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	6	0	6
01/01/2016	12/31/2016	1	0	1
01/01/2015	12/31/2015	1	0	1
01/01/2014	12/31/2014	5	0	5
01/01/2013	12/31/2013	5	0	5

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	2	8	2
01/01/2016	12/31/2016	12	8	12
01/01/2015	12/31/2015	11	9	11
01/01/2014	12/31/2014	8	10	8
01/01/2013	12/31/2013	11	4	11

Enter the data sources and capture dates of the data listed in each of the tables above.

Data Source: MCMIS data snapshot as of 05/25/2018 utilizing the eCVSP toolkit on 06/21/2018.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Difficulties encountered regarding goals and outcomes:

1- Past CVSP goals were based on data from the Statewide Analysis for Engineering & Technology (SAFE-T) data collection program. SAFE-T is an Oklahoma Department of Transportation (ODOT) program specific to crashes investigated by all crash reporting agencies in Oklahoma to help ODOT determine highway engineering and/or design issues. One of the problems with using this program for the CVSP was the program was not created for this purpose. Another problem with this program was the timeliness of data entry. The crashes that were not created and submitted electronically were required be entered into the system by a data entry technician. Due to State budget cuts, data entry positions were eliminated causing delays and errors in reporting. These delays and errors required Oklahoma switched to the eCVSP toolbox that utilizes data from MCMIS as its data source to report outcomes. This switch has created an obstacle for Oklahoma. Oklahoma based previous CVSP goals on regulated CMV crashes. The MCMIS data is based on "large truck and bus" crashes that include all vehicles in excess of 10,000 lbs, regardless if it was a regulated CMV or not. This difference in data based reporting skews the goal / outcome results slightly. Oklahoma feels this is important to note to help explain why it appears at face value, previous goals were not met. This will be a continuous issue for the next 5 years in order for the mismatched goal / outcome data to fall off.

2- Past data used in CVSP goals and reporting showed discrepancies. An example of this is past data using SAFE-T information indicated 4,737 crashes and 92 fatal crashes in 2015. According to the data from the eCVSP toolbox, in CY 2015 there were 3,362 crashes and 99 fatal crashes involving "large truck and bus". Oklahoma is unable to determine why there is such a discrepancy in reporting numbers.

In order to overcome these two obstacles, Oklahoma will utilize the data and information contained in the eCVSP tool to set goals and report outcomes starting in FFY 2018 and beyond. This will help both Oklahoma and FMCSA since both entities have access to the same data collection information.

Narrative Overview for FY 2019 - 2021**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

In FFY 2017, Troop S began setting a reduction goal of 1% each calendar year for collisions and fatalities involving large trucks and buses using CY 2015 data as the baseline. Oklahoma will begin a multi-year CVSP in FFY 2019 and will increase the reduction goal to 2% per year. However, with the introduction of a multi-year CVSP in FFY 2019 and the increase goal percentage, the baseline utilized will now be CY 2017 collision data. This allows Oklahoma to utilize the most current data, addressing collisions and fatality issues that are we are currently seeing, not issues we faced 3 to 4 years ago.

One of the major obstacles that we are facing, and will continue to face, throughout this multi-year period is the number of Oklahoma Highway Patrol Troopers. State budget cuts and the inability to replace Troopers lost to attrition has created a strain on the department's ability to devote the appropriate amount of Troopers to Troop S and to field traffic Troopers. While the overall number of Troopers are down, our mission to reduce all collisions will not change.

With the exception of Oklahoma and Tulsa Counties, Oklahoma is comprised of rural roads, by FMCSA definition. A strong emphasis will be placed on decreasing the number of CMV fatality and injury collisions through roadside enforcement targeting causation factors. The most recent collision data from MCMIS shows collisions and fatalities involving large trucks and buses decreasing from CY 2015 to CY 2016, then increasing in CY 2017. A couple of the reasons for this increase is collisions occurring in and around work zones, which have increased, and the driving behavior of non-CMV drivers around CMVs. Oklahoma's data shows violations around CMVs by non-CMVs play a significant role in CMV involved collisions.

The Oklahoma Highway Patrol is responsible for investigating collisions on all interstate and defense highways, turnpikes and on all highways (roadways) outside of incorporated municipalities. The Oklahoma Highway Patrol uses PARIS, a computerized collision report form, to report collisions they investigate. There are also several other agencies within Oklahoma that use PARIS. All OHP PARIS information is available to Troop S for analysis. The availability of this information allows Troop S to have a better picture of collisions within Oklahoma, identifying high collision corridors quicker.

PARIS data will be monitored and analyzed by Troop S for the purpose of developing strategic enforcement and education plans. Enforcement and education will focus on high collision corridors, work zones, and No Zones (the area around CMVs where violations by non-CMVs occur).

Enter the data source and capture date:

Data Source: MCMIS data snapshot as of 05/25/2018 utilizing the eCVSP toolkit on 06/21/2018.

Projected Goal for FY 2019 - 2021:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2019	2
2020	2
2021	2

Troop S is setting a multi-year goal of reducing collisions involving large trucks and passenger carriers by 2% each calendar year with an overall reduction of 6% at the end of FFY 2021. Collision numbers from CY 2017 will be the baseline for this goal. During CY 2017 Oklahoma had 3,252 collisions and 120 fatal collisions involving large trucks and passenger carriers. Our goal is reduce collisions involving large trucks and passenger carriers by 65 collisions each year with a total reduction of 195 collisions at the end of FFY 2021 and reduce fatal crashes by 2 each year with a total reduction of 8 fatal collisions at the end of FFY 2021. Oklahoma recognizes work zone collisions play a significant role in these collisions. Due to existing and future road construction projects throughout Oklahoma, Troop S will continue to strive towards our goal by addressing, unsafe CMVs and driver behaviors across the State with an emphasis on work zones.

Program Activities for FY 2019 - 2021: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

Troop S has the majority of its uniformed personnel assigned to conduct roadside inspections (mobile enforcement). Troopers assigned to this function are evaluated annually and provided with a minimum number of inspections required throughout the calendar year. Roadside inspection Troopers are required to conduct mobile enforcement roadside inspections and may also work fixed site facilities. Roadside inspection Trooper's performance criteria allow the inspection to focus on quality over quantity. Roadside inspection Troopers are encouraged to conduct Level 1 and Level 2 inspections to help in the reduction of collisions by finding unsafe CMVs, non-compliant drivers and/or non-compliant motor carriers. With the collision reduction goal in mind, Troop S strives to obtain a 35% out-of-service inspection rate. Level 3 inspections are encouraged for driver behavior or traffic enforcement issues are observed.

Part time Troopers conduct mobile enforcement activities focusing on driver behavior and traffic enforcement issues. Troopers assigned to these programs conduct inspections of Level 1, 2, and 3 based on their certification level obtained and maintained. Troop S has activity requirements for each of the respective programs. These programs help to ensure Troop S attains their collision reduction goals.

Troop S personnel also conduct driver / vehicle inspections at fixed locations throughout the State. Troopers, from time to time, may work the fixed sites throughout the State but primarily conduct mobile enforcement. Troop S civilian New Entrant Safety Investigators are required to maintain CVSA NAS Level 1 (32) and HM Cargo Tank (8) certifications. Certification inspections performed by civilian Safety Investigators, unless in conjunction with a safety investigation, are performed at fixed site locations. Troop S POE inspectors are assigned to a fixed site and do not conduct mobile enforcement activities. They are also required to maintain any additional certifications they may have such as General HM or HM Cargo Tank. It should be noted in the 4th quarter of FFY 2018 and in the first quarter of FFY 2019, Troop S is hiring additional law enforcement certified POE inspectors. The new hire POE inspectors will require CVSA NAS Level 1 training including classroom instruction and field training as well as law enforcement initial and annual training, as needed.

Troop S will review the collision statistics and patterns using PARIS and any other available data every quarter for potential deployment options. Troop S will offer premium pay shifts each month with a specific enforcement focus to target risk factors, crash corridors, non-CMV driver, and more.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Performance Progress Reports (PPR) will be completed and submitted to FMCSA quarterly.

The PPR will contain:

Quarterly collision data found in the eCVSP toolbox to help monitor the collision reduction goal progression

Quarterly roadside inspection data found in the eCVSP toolbox to monitor inspection activities.

Quarterly PARIS data to track traffic enforcement activities to include both citations and/or warnings issued to either CMV or non-CMV drivers.

All other quarterly MCSAP activities helping Oklahoma to meet their goals for reducing crashes involving large trucks and passenger carriers.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2019 - 2021.

Note: *In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	5140	5880	5319	6467	6622
Level 2: Walk-Around	10446	11241	12132	14970	16312
Level 3: Driver-Only	8679	9377	10525	4043	4248
Level 4: Special Inspections	61	28	26	55	119
Level 5: Vehicle-Only	318	174	77	116	90
Level 6: Radioactive Materials	0	0	0	0	1
Total	24644	26700	28079	25651	27392

Narrative Overview for FY 2019 - 2021

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

Troop S maintains a strong statewide CMV driver/vehicle inspection program to keep unsafe CMVs and CMV drivers off of Oklahoma roadways. Oklahoma's traffic enforcement includes an aggressive inspection program incorporated into the main MCSAP effort, focusing on traffic enforcement and CMV driver behavior. This focus also extends to non-CMV driver behavior when around CMVs. Troop S utilizes Level 1 and Level 2 inspections as the top priority and Level 3 inspections utilized when appropriate. As of 06/29/2018 in FFY 2018, Troop S has conducted 24,983 inspections with a goal of 27,967 inspections. Troop S is on track to meet the FFY 2018 goal.

During FFY 2016, Troop S leadership changed the focus from conducting Level 3 inspections to conducting more Level 1 or Level 2 inspections. This has not changed our view of the importance of traffic enforcement but focusing on CMV violations and CMV driving behaviors. This decision was a result of auditing our own inspections and finding that many Level 3 inspections had no violations discovered. This raised a concern that too much emphasis was placed on the number of inspections and not causation or equipment violations. Troop S altered our priority to focus on quality inspections instead of quantity.

Troop S's goal is to increase the total number of inspections initiated by a traffic enforcement stop, helping to change driver behavior and thereby reducing the number of large truck and passenger carrier involved collisions statewide. Looking at data from FFY 2017 and partial FFY 2018 data, Troop S believes this approach is within the spirit of the Level 3 percentage requirement. In FFY 2017, Troop S conducted 27,392 driver / vehicle inspections with 7,446 inspections based on traffic enforcement. This equals 27% of all inspection levels. In FFY 2018, as of 06/29/2018, Troop S has conducted 24,983 driver / vehicle inspections with 7,508 based on traffic enforcement. This equals 30% of all inspection levels. While Level 3 inspections, 15% for FFY 2017 and 17% for FFY 2018 so far, are below FMCSA expectations, Troop S is still targeting driver behavior issues.

All inspection personnel work to ultimately satisfy the Oklahoma and national goal of reducing collisions and fatal collisions involving large truck and passenger carriers. Troop S personnel and/or assignments are located throughout Oklahoma in order to address large truck and passenger carrier collisions. Troop S divides Oklahoma into five geographical sectors to ensure proper coverage of the state which includes both full time and part time personnel. The sectors and number of personnel currently assigned are as follows:

ROADSIDE INSPECTION PROGRAM

Northeast- 1 Lieutenant, 10 full time inspectors, and 16 part time inspectors.
 Northwest- 1 Lieutenant, 11 full time inspectors, and 11 part time inspectors.
 Southwest- 1 Lieutenant, 9 full time inspectors, 11 part time inspectors
 Southeast- 1 Lieutenant, 11 full time inspectors, and 13 part time inspectors.
 POE- 1 Lieutenant, 10 full time inspectors

Full time inspectors are assigned to a sector in which they reside but are allowed to travel to other areas that require attention. Part time inspectors are limited to the county and/or Troop they are assigned unless on a special emphasis such as Road Check.

All inspectors, with the exception of those assigned to a fixed site, conduct mobile enforcement and perform both inspection and traffic enforcement activities.

POE Inspectors

10* full time inspectors (civilian & certified law enforcement - non-Trooper). *At the time of this application, there are 10 fully certified inspectors with interviews occurring to fill another 6 POE inspector positions. Once offered a position the new hires will begin shadowing currently certified inspectors, completing Part A and B inspection training and the on-boarding process. The new hire inspectors should be conducting inspections by December 1, 2018.

New Entrant Safety Audit Program
5 civilian Safety Auditors

Compliance Review / Investigation Program
3 Troopers

1 Lieutenant is assigned to both the New Entrant and Compliance Investigation Program. All personnel involved in these two programs are full time and required to maintain driver / vehicle inspection certifications. The Troopers perform mobile enforcement inspections and traffic enforcement activities when not involved with their primary audit or investigation duties. The civilian auditors conduct their required certification inspections at fixed site facilities since they do not have the authority to conduct law enforcement or mobile enforcement activities.

All other MCSAP Program activities
1 Captain serving as MCSAP Coordinator
1 Lieutenant serving as Training Officer and POE inspector supervisor
1 Lieutenant serving as MCSAP lead and FMCSA liaison

All three, in addition to their assigned duties, perform mobile enforcement conducting driver / vehicle inspections and traffic enforcement activities.

All personnel certified in driver / vehicle inspections, including those in the New Entrant and Compliance Review / Investigation Programs, participate in conducting education and outreach when needed. The number of personnel assigned to the MCSAP Program, either full time or part time, will fluctuate based on inspection certification training classes, inspectors maintaining their certification credentials and/or transfers.

In FFY 2019, Oklahoma will conduct a total of 27,967 inspections with 25,000 of those inspections conducted by FTEs.

Projected Goals for FY 2019 - 2021

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2019 - 2021. For FY 2019, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: OKLAHOMA DEPARTMENT OF PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 119

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12000	400	5	12405	44.36%
Level 2: Walk-Around	12000	1000	0	13000	46.48%
Level 3: Driver-Only	2500	0	0	2500	8.94%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	60	60	0.21%
Level 6: Radioactive Materials	0	2	0	2	0.01%
Sub-Total Lead Agency	26500	1402	65	27967	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2019:	

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: OKLAHOMA DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 119					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies:					
# certified personnel: 0					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12000	400	5	12405	44.36%
Level 2: Walk-Around	12000	1000	0	13000	46.48%
Level 3: Driver-Only	2500	0	0	2500	8.94%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	60	60	0.21%
Level 6: Radioactive Materials	0	2	0	2	0.01%
Total ALL Agencies	26500	1402	65	27967	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

Troop S's goal is to increase the total number of inspections initiated by traffic enforcement stops, helping to change driver behavior and thereby reducing the number of large truck and passenger carrier involved collisions statewide. Troop S believes this approach is within the spirit of the Level 3 percentage requirement. In FFY 2017, Troop S conducted 27,392 driver / vehicle inspections with 7,446 inspections based on traffic enforcement. This equals 27% of all inspection levels. In FFY 2018, as of 06/29/2018, Troop S has conducted 24,983 driver / vehicle inspections with 7,508 based on traffic enforcement. This equals 30% of all inspection levels. While Level 3 inspections, 15% for FFY 2017 and 17% for FFY 2018 so far, are below FMCSA expectations, Troop S is still targeting driver behavior issues. Troop S encourages inspectors to perform Level 3 inspections when appropriate. Level 3 inspections are utilized in everyday MCSAP activities, premium pay activities, and special emphasis.

Projected Goals for FY 2020 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	28000	0	0	28000
Enter total number of certified personnel	130	0	0	130
Projected Goals for FY 2021 Roadside Inspections				
Enter total number of projected inspections	28000	0	0	28000
Enter total number of certified personnel	130	0	0	130

Part 2 Section 4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.



The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2013 - 2017

Investigative Types - Interstate	2013	2014	2015	2016	2017
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	2	2	0	2	5
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	81	35	31	29	38
CSA On-Site Comprehensive	0	15	16	19	25
Total Investigations	83	52	47	50	68
Total Security Contact Reviews	2	2	2	1	0
Total Terminal Investigations	2	0	0	1	0

Investigative Types - Intrastate	2013	2014	2015	2016	2017
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)				1	4
CSA Off-Site					
CSA On-Site Focused/Focused CR			1	1	3
CSA On-Site Comprehensive					2
Total Investigations	0	0	1	2	9
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2019 - 2021**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2019 - 2021

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019 - 2021.

Projected Goals for FY 2019 - 2021 - Investigations						
Investigation Type	FY 2019		FY 2020		FY 2021	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	35	0	35	0	35	0
CSA On-Site Comprehensive	20	5	20	5	20	5
Total Investigations	55	5	55	5	55	5
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

Oklahoma has 3 Troopers dedicated full time to conducting Compliance Investigations as well as 1 Lieutenant who supervises the investigators. FFY 2019 activities will be down from FFY 2017 and FFY 2018 due to a reduction in the number of Troopers assigned to the Compliance Investigation Program.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

Troop S will conduct compliance investigations on interstate carriers assigned by FMCSA and intrastate carriers assigned by Troop S per FMCSA assignment policy and guidelines. Compliance Investigations will include non-HM carriers, HM carriers and passenger carriers. The Compliance Investigation program currently has 3 Troopers dedicated full time and 1 supervisor. One of the FTE Troopers assigned to conduct Compliance Investigations is also the Troop Hazardous Material Safety Specialist, in addition to being Level 1 and HM certified, is Level VI HM certified, and a Hazardous Material Instructor. All FTEs assigned to conduct carrier investigations are certified Troopers / law enforcement officers. This requires them to maintain law enforcement certification by attending required law enforcement training, any FMCSA required training, vacations, or any other unforeseen instances that occur throughout the year.

When assigned by FMCSA or Troop S, Compliance Investigations will be conducted on carriers involved in fatality collisions in which the CMV driver/motor carrier is determined to be culpable or where any of the seven CSA Behavioral Analysis and Safety Improvement Categories (BASICS) were contributing factors: Unsafe Driving, Fatigued Driving (Hours-of-Service), Driver Fitness, Crash History, Vehicle Maintenance, Improper Loading/Cargo Securement, and Controlled Substances/Alcohol. Compliance Investigations will be conducted on carriers as a result of non-frivolous complaints made against them and in accordance with FMCSA or Troop S policy.

Troop S is still facing difficulty in fully implementing an intrastate Compliance Investigation program. Troop S is continuing to work on getting the program fully functional with the anticipation to conduct several intrastate Compliance Investigations in FFY 2019.

All Compliance Investigators attend quarterly meetings with our FMCSA partners at various locations throughout the Oklahoma. These quarterly meetings are paramount to the success of our program. During the quarterly meetings, Compliance Investigators discuss any changes to the FMCSRs, new FMCSA memorandums or regulation guidance, ensure the most current versions of computer programs are being utilized, and any other issues related to the program that may arise throughout the quarter. These meetings help ensure the integrity of the Compliance Investigations conducted by Troop S is consistent with the expectations of the Oklahoma FMCSA Division office and FMCSA's Southern Service Center.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier

investigation program, as well as outputs.

Activities will be measured by the number of investigations conducted. For FFY 2019, the target is 60 Compliance Investigations each year. This number is based on the extra time dedicated to properly conduct Compliance Investigations, Record Consolidation Orders, Voluntary Record Consolidations, and when necessary, Enforcement Cases. These activities are tracked through MCMIS and will be reported quarterly to FMCSA.

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2013 - 2017

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2016	09/30/2017	9408	6417
10/01/2015	09/30/2016	7161	7552
10/01/2014	09/30/2015	7485	8019
10/01/2013	09/30/2014	6944	7642
10/01/2012	09/30/2013	8139	8926

☐ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2016	09/30/2017	11759	11759
10/01/2015	09/30/2016	12205	12205
10/01/2014	09/30/2015	8574	8574
10/01/2013	09/30/2014	4622	4622
10/01/2012	09/30/2013	4378	4378

☒ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

The data provided is NOT complete and accurate data based on the systems used to capture all data. At the end of 2015 and beginning of 2016, OHP began a gradual implementation of PARIS, an electronic citation, warning, and crash reporting program. This information is able to provide all citations and warnings issued to both CMVs and non-CMV. During the transition to this system and prior to full implementation, only citation data was able to be determined. Written warnings were not entered into any data collection system and cannot be provided without a lengthy process of hand searching and counting.

Narrative Overview for FY 2019 - 2021**Instructions:**

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

Troop S focuses on CMV traffic enforcement and inspections in order to reduce collisions involving large trucks and passenger carriers. Our MCSAP activities include both our full time and part time Troopers, focusing on enforcement of CMV driver behavior and non-CMV traffic violations. In order to maintain an aggressive traffic enforcement program, all Troopers are always on the lookout for CMV and non-CMV committing traffic violations and taking appropriate action. The number of FTEs involved in MCSAP eligible traffic enforcement activities include all 53 Troopers assigned to Troop S, and approximately 51 Troopers assigned to Troop S on a part time basis. There are approximately 780 Troopers within Oklahoma who enforce both CMV and non-CMV traffic violations but Oklahoma currently only seeks reimbursement for those assigned to Troop S either on a full time or part time basis.

Projected Goals for FY 2019 - 2021

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019 - 2021. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2019	FY 2020	FY 2021
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	6000	6000	6000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	10000	10000	10000
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	200	200	200
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	300	300	300

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
27967	60	400	28427	16102

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Components of the traffic enforcement efforts are already explained in detail. Troop S will monitor traffic enforcement activity of special emphasis, premium pay projects and everyday inspections through inSPECT (driver / vehicle inspection program) and PARIS (OHP enforcement and crash reporting program). CMV contacts without inspections are obtained through the PARIS contact system utilized by all OHP Troopers for reporting purposes. All OHP Troopers conduct both CMV and non-CMV traffic enforcement activities. This information will be monitored and tracked in the quarterly Performance Monitoring Reports. FTEs will account for 5000 of the 6000 inspections related to traffic enforcement inspections.

Part 2 Section 6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines “fully participating” in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year’s CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Deploying Core CVISN	No
PRISM	Exceeds Full Participation	No

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: Oklahoma Department of Transportation

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Oklahoma Corporation Commission

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative and Projected Goal:

If the State’s PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

N/A

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to implement full participation in PRISM.

N/A

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

N/A

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2013 - 2017

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	93	50	80	111	101
CMV Safety Belt Education and Outreach	10	5	13	6	21
State Trucking Association Meetings	4	0	3	5	6
State-Sponsored Outreach Events	1	0	1	1	0
Local Educational Safety Events	8	2	5	10	3
Teen Safety Events	6	5	6	7	3

Narrative Overview for FY 2019 - 2021

Performance Objective: *To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.*

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of personnel that will be participating in this effort.

Troop S will address civic groups, general public, and industry concerning traffic safety issues. In addition, Troop S manages their own website that is an Oklahoma CMV safety website to further the public education and outreach capabilities. Troop S will conduct at least 80 carrier safety talks with the intent of capturing larger audiences/multi-company talks, non-CMV driving schools, etc. Topics discussed at each safety talk will vary based on the audience. Troop S will seek out and provide outreach activities to include passenger carrier transportation, hazardous materials transportation, share the road & safe driving initiatives, and any other topics that will assist Oklahoma in reducing collisions involving large trucks and passenger carriers as well as improving safety throughout not only Oklahoma but the entire United States.

Troop S launched their website in FFY 2016, providing information to the CMV industry and the general public in regards to CMV requirements. This website provides assistance to users in order to help explain and understand the FMCSRs and Oklahoma laws pertaining to motor carriers and CMVs. The website also allows users to request a safety talk, report a CMV related complaint and provide links to CMV related websites such as FMCSA and the Oklahoma Corporation Commission.

Troop S, as part of its education and outreach program, is considering creating a public service announcement and video emphasizing commercial motor vehicle and work zone safety. This consideration is based on Oklahoma being currently ranked 9th in the US for crashes involving CMVs in or near work zones. This consideration, and hopefully implementation, will help provide education to all drivers near work zones in an effort to reduce work zone related crashes.

Troop S works with various CMV organizations in Oklahoma which includes but not limited to: the Oklahoma Trucking Association, Oklahoma Safety Management Council, and the Oklahoma Transit Association, in order to build partnerships that play a role in reducing large truck and passenger carrier related collisions. These partnerships allow Troop S access to providing information and education to a wider range of motor carriers and drivers.

All FTEs will participate in education and outreach activities throughout the performance period. These activities are assigned based on expertise and location of the outreach event.

Projected Goals for FY 2019 - 2021

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2019	FY 2020	FY 2021
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	80	80	80
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	4	4	4

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

The performance will be measured by the number of outreach programs addressing traffic safety (CMV and non-CMV) issues conducted by Troop S Troopers. Activities will be measured by the number of talks conducted and the number of attendees. The number of talks will be provided quarterly in a report to FMCSA.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2019 - 2021.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019	Goal for FY 2020	Goal for FY 2021
Crash Record Completeness	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

Data current as of May 25, 2018 as generated on June 25, 2018.

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

"Good" SSDQ current rating and history (past year) rating.

Oklahoma will continue to work towards maintaining the "good" SSDQ rating. DPS is responsible for CMV collision data collected and reported by all Oklahoma law enforcement agencies.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

N/A

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Troop S will continue to monitor monthly SSDQ data to ensure continued "good" rating. If any category starts to decline or has a rating other than "good", Troop S will determine the cause and start corrective action. Progress will be measured by the results of the NFCC tool through A&I.

Part 2 Section 9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2013 - 2017

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	608	523	574	558	337
Intrastate					
Total Audits	608	523	574	558	337

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2019 - 2021

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2019 - 2021

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.

- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2019 - 2021 - New Entrant Safety Audits						
	FY 2019		FY 2020		FY 2021	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	100	0	100	0	100	0
# of Safety Audits (Offsite)	300	0	300	0	300	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	400	0	400	0	400	0
# of Non-Audit Resolutions	150	0	150	0	150	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Troop S will reduce the number and severity of collisions, injuries, and fatalities involving large trucks and passenger carriers by conducting New Entrant Safety Audits on all interstate motor carriers identified by FMCSA as a New Entrant motor carrier based within the State of Oklahoma. Troop S will continue to take a proactive approach to CMV safety and the safety of the general public by ensuring interstate motor carriers have correct and appropriate safety management programs in place.

Troop S will contact every New Entrant motor carrier within 12 months of their entry into the New Entrant Program or within 120 days if they are a motor carrier of passengers. This contact will determine if a Safety Audit or non-Safety Audit resolution is required. If the motor carrier qualifies for a Safety Audit it will be conducted within the above required time frame. If they do not qualify for a Safety Audit, Troop S will initiate a non-Safety Audit resolution and remove the motor carrier from the New Entrant Program. Non-Safety Audit resolutions will consist of: inactivating the USDOT if the motor carrier is out of business or mistakenly applied for a USDOT number, change their operating status to intrastate if the motor carrier does not perform interstate operations, remove the motor carrier if they have gone through a comprehensive Compliance Review prior to a Safety Audit, the motor carrier is exempt based on meeting Map-21 requirements, the motor carrier refuses to comply with the Safety Audit process, or Troop S is unable to contact the motor carrier after at least 3 attempts.

The motor carriers who qualify for a Safety Audit will undergo the Safety Audit within the property carrier's first 12 months of operation or within 120 days if they are a motor carrier of passengers and may be conducted at the motor carrier's principle place of business (onsite) or offsite if the carrier qualifies. This provides Troop S the opportunity to review the motor carrier operations before they are involved in a serious or fatal collision. Troop S works with the Oklahoma Division of FMCSA in looking for possible reincarnated motor carriers trying to recreate a new motor carrier in order to avoid previous related adverse safety scores or safety ratings. The Safety Investigators have been trained by the Oklahoma Division of FMCSA in the discovery of a reincarnated motor carrier or a possible reincarnated motor carrier. The Safety Investigators look for problematic drivers who are employed with the new motor carriers and have a history of unsafe driving or non-compliance to the FMCSRs.

During the Safety Audit, if problems are found, the Safety Investigators will provide appropriate education and guidance to the motor carrier in regards to their problem areas. This education and guidance consists of the Federal Motor Carrier Safety Regulations (FMCSRs) requirements and recommendations on how to establish effective safety management practices and programs. Those carriers who fail the Safety Audits will be instructed on and provided the steps to submit their required corrective action plans to FMCSA within the allotted time period.

Troop S is solely responsible for the New Entrant Program within the State of Oklahoma. Troop S currently utilizes State Troopers and DPS civilian Safety Investigators who are experienced and certified as New Entrant Safety Investigators. Prior to the FAST ACT, Oklahoma did not have an intrastate safety audit program with no foreseeable plans to create one during this performance period. Since Troop S is already responsible for the New Entrant Program and Oklahoma does not have an intrastate safety audit program, there are no challenges to the successful completion of this objective.

All New Entrant personnel attend quarterly meetings with our FMCSA partners at various locations throughout Oklahoma. During the quarterly meetings, Safety Auditors discuss any changes to the FMCSRs, new FMCSA memorandums or regulation guidance, ensure the most current versions of computer programs are being utilized, and any other issues related to the program that may arise throughout the quarter. These meetings help ensure the integrity of the Program by allowing every Safety Investigator to be aware of any and all changes that may have occurred and ensure that all Safety Investigators are answering / interpreting the Safety Audit questions the same way.

Activity Plan for FY 2019 - 2021: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

All New Entrant Safety Audits that are conducted by Troop S will be completed as offsite via the NEWS computer based system unless the motor carrier

does not qualify for an offsite Safety Audit. If the motor carrier does not qualify for an offsite or, based on a tangible reason with manager approval, the New Entrant Safety Audit will be conducted onsite at the motor carrier's principle place of business (PPOB). From time to time there may also be extenuating circumstances which exists requiring the Safety Audit to occur at another location.

Once a New Entrant motor carrier is assigned to the Safety Investigator, they will attempt to contact the motor carrier by email or phone. This contact is necessary in order to establish if the motor carrier is eligible for a Safety Audit, whether onsite or offsite, or the carrier needs to have a non-Safety Audit resolution completed. If the carrier is unable to be reached by email or phone, the attempts are made by any available means such as email, fax, US Mail or in-person. If after three attempts are made and the carrier still cannot be reached, the Safety Investigator enters the 3 attempts into the MCMIS system and initiates the New Entrant revocation / out-of-service process. If the New Entrant motor carrier is contacted, the Safety Investigator sets the onsite Safety Audit appointment with the New Entrant motor carrier, if applicable. If the motor carrier is eligible for an offsite Safety Audit, the Safety Investigator, the carrier is contacted as often as required in order to explain and complete the process.

Troop S Safety Investigators are located throughout Oklahoma and assigned motor carriers requiring onsite Safety Audits by the geographical location of the motor carrier, if at all possible. Offsite Safety Audit eligible motor carriers are assigned to any of the FTEs and not based on geographical location. If the offsite eligible motor carrier is already assigned but, before the Safety Audit is completed, now requires an onsite Safety Audit may or may not be reassigned. Some onsite Safety Audits may require overnight travel.

All personnel assigned to the New Entrant Program will continue to meet as a group on a quarterly basis as discussed in the above strategy plan. During this performance period Troop S anticipates and requests the following opportunities: attending FMCSA Southern Service Center's Safety Audit update date and location to be determined, travel throughout Oklahoma with some instances requiring per diem and overnight accommodations in order to complete assigned Safety Audits, and FMCSA, from time to time, has requested or required participants in the Program attend meetings and / or training within and outside of Oklahoma.

In the past, personnel assigned to the New Entrant Program were 100% dedicated to conducting New Entrant activities. New Entrant FTE personnel will continue to devote their time and efforts to the success of the program but will also be used in other aspects when needed and not detrimental to the New Entrant Program. It is imperative to the success of the MCSAP Program and our collision reduction goals to utilize our personnel in an effective and efficient manner. Our personnel assigned to the New Entrant Program are highly trained and knowledgeable in Federal and State laws, regulations and requirements regarding commercial motor carriers and vehicles. Troop S intends to use the New Entrant Safety Investigators to assist in training, education & outreach activities, Compliance Investigations, CMV inspections, and any other assignment(s) that will benefit the MCSAP Program.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

Troop S will have 1 Lieutenant who will supervise the New Entrant personnel and oversee the Programs efficiency and timeliness. The New Entrant Program utilizes 5 DPS civilian Safety Investigators FTEs to conduct Safety Audits, with 1 of those 5 serving as an assistant administrator. All personnel conducting Safety Audits are certified as per 49 CFR 385.201 or 385.203. New Entrant personnel are also required to maintain CVSA NAS driver / vehicle inspection Level 1 and HM cargo tank certifications. New Entrant personnel are primarily focused on conducting New Entrant Safety Audits or clearing the New Entrant inventory list based on non-Safety Audit resolutions.

In CY 2017, a total of 602 new interstate motor carriers entered the New Entrant Program in Oklahoma. In the first half of CY 2018, a total of 470 new interstate motor carriers entered the New Entrant Program, indicating that Oklahoma is trending up in new interstate motor carriers. Oklahoma is an oil and gas producing state and this industry is constantly changing and adjusting based on supply, demand, and pricing. Oklahoma is anticipating the current upward trend in FFY 2019, creating an additional increase in new interstate motor carriers based in Oklahoma to support this industry. It should also be noted several carriers, beginning in 2015, registered as an interstate motor carrier but were never placed into the New Entrant Program. This was due to the carrier not completing the registration process or operating authority vetting process. These carriers are slowly getting "pushed" into the New Entrant Program by the Southern Service Center. This increases the number of New Entrant carriers for Oklahoma. The majority of these carriers are difficult to contact since the main reason they never completed the process is the carrier never started operating and increasing the number of our non-Safety Audit resolutions.

As previously mentioned not all new interstate motor carriers will require a Safety Audit. There are many reasons why this happens which includes but not limited to: the carrier never starting operations, the carrier is no longer in business, Troop S is unable to contact the motor carrier, a carrier classifying themselves as an interstate carrier when they are actually intrastate, or the carrier is a farm operation exempt from the Safety Audit under MAP-21. If a Safety Investigator contacts a motor carrier that is still showing "active" but is claiming to be out of business or a MAP-21 exemption, the Safety Investigator checks the carrier's profile for activity before allowing a non-Safety Audit resolution. If the carrier that is claiming to be out of business has recorded activity such as an interstate trip or interstate crash or a farmer has activity outside of 150 miles the Safety Investigator will attempt to schedule the Safety Audit appointment. Troop S initiated this policy due to motor carriers coming in and out of the Program in an attempt to avoid the Safety Audit. If the motor carrier refuses the Safety Audit, the Safety Investigator will submit that information to FMCSA and begin the revocation process. This policy has been successful in slowing down carriers who are avoiding the Safety Audit or claiming an exemption that does not apply to their operation.

It is impossible for Troop S to determine how many Safety Audits they will conduct due to the above factors. It is also impossible, and beyond Troop S control, to determine the number of new interstate motor carriers entering the program in any given month or year. However, there are several tangible

benchmarks that can be determined by Troop S in regards to the New Entrant activities. All 5 assigned to the New Entrant Program will conduct at least 160 NAS Level 1 inspections (32 per person) and 40 NAS Level 1 or 2 HM Cargo Tank inspections (8 per person) to maintain their CVSA NAS certifications. The New Entrant personnel will conduct a minimum of 550 Safety Audits or non-Safety Audit resolutions during this performance period. This number is based on the average number of New Entrant interstate motor carriers entering the Program in Oklahoma during the past several years. It should be noted this number is the minimum level of anticipated activity based on a fluctuating number of carriers entering the New Entrant Program each month.

The Lieutenant will be responsible for supervision activities involving the New Entrant Program, ensuring the Program is running efficiently and may or may not conduct Safety Audits. The Safety Investigator assigned as the assistant administrator will be responsible for: assigning New Entrant interstate motor carriers to the appropriate Safety Investigator, monitoring the New Entrant inventory list, answering New Entrant related phone calls that come into Troop S, conducting Safety Audits, and perform non-Safety Audit resolutions. All Safety Investigators are required to complete Safety Audits and/or enter all non-Safety Audit resolutions they receive from motor carriers assigned to them into the appropriate system. It is the responsibility of all FTEs in the New Entrant Program to ensure motor carriers assigned to them are removed from the New Entrant inventory list in a timely manner and prior to appearing on the overdue or "rotten" list. All Safety Audits will be completed using the SENTRI or NEWS system depending on the type of Safety Audit performed.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2019 - 2021).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Part 3 Section 2 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Part 3 Section 3 - State Specific Objectives – Past
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Instructions:

Describe any State-specific CMV problems that were addressed with FY2018 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1**Activity: Describe State-specific activity conducted from previous year's CVSP.**

Traffic Enforcement: Oklahoma is committed to FMCSAs traffic enforcement national priority and agrees that driver behavior is the leading cause of all traffic collisions including those involving large trucks and passenger carriers. Collisions involving large trucks and passenger carriers are not always a result of the CMV driver behavior but non-CMV driver behavior as well. Some causation factors include hand-held cell phones, texting, inattention, speeding, unsafe lane changes, left of center, negligent driving and following too close. The State intends to conduct traffic enforcement activities on CMVs and non-CMV drivers when violations occur around a large trucks and passenger carriers. These activities will help Oklahoma achieve the collision reduction goal and educate drivers on how their behavior affects everyone around them.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Oklahoma intends on focusing on traffic enforcement activities by conducting public outreach and education, CMV driver and vehicle inspections based on traffic enforcement stops, non-CMV driver and vehicle contacts based on traffic enforcement violations, special emphasis efforts, and premium pay projects. The goal of traffic enforcement activities is to help meet and/or exceed our collision reduction goals.

Actual: Insert year to date progress (#, %, etc., as appropriate).

In FFY 2018 so far, Troop S has conducted 7,508 traffic enforcement inspections. This data was obtained through the eCVSP toolkit based on a data snapshot from MCMIS as of 06/29/2018.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Oklahoma is committed to FMCSAs traffic enforcement national priority and agrees that driver behavior is the leading cause of all traffic collisions including those involving CMVs. Collisions involving CMVs are not always a result of the CMV driver behavior but non-CMV driver behavior as well. Some causation factors include hand-held cell phones, texting, inattention, speeding, unsafe lane changes, left of center, negligent driving and following too close. Several difficulties occurred throughout this performance period. The first obstacle that Troop S had no control over was State budget issues. Every State agency in Oklahoma suffered from budget cuts due to a decrease in State revenue. The Oklahoma Highway Patrol is losing more Troopers to attrition than it is able to replace through hiring. This hurts, not only the number of inspections conducted, but also all traffic enforcement efforts. One other obstacle is the ability to track non-CMV enforcement efforts when unsafe operation / violations occur around a CMV.

Activity #2**Activity: Describe State-specific activity conducted from previous year's CVSP.**

MCSAP Program enhancements, education, training: Oklahoma's MCSAP program requires all stakeholders to be informed, trained and forward thinking. Federal and State laws, regulations, policies and requirements are constantly changing and evolving. It is imperative that Oklahoma have the opportunity to stay up to date with any current or future changes as well as educating our own personnel, other agencies and other personnel as needed, requested or required.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Troop S has assigned one Lieutenant to oversee Troop S training on a full-time basis. This position was created to ensure everyone within Troop S is properly trained, up-to-date on all laws, rules, regulations and policies, and receives all the information to properly perform their duties within Troop S. Troop S is requesting the ability to continue to be able to provide and receive training, attend meetings and conferences that will help enhance our MCSAP program. These activities help enhance our program by several means. First, Troop S provides CMV related training to our own personnel, other agencies, organizations and enforcement personnel, not only in Oklahoma but across the US. Second, attending training and conferences help to educate our personnel and allows us the opportunity to share ideas and network with other agencies and individuals in order to help promote CMV safety, thereby reduce large truck and passenger carrier collisions. Third, training, meetings and conferences can help to ensure that Oklahoma is doing what is necessary to comply with the grant requirements and prepare for future requirements.

Actual: Insert year to date progress (#, %, etc., as appropriate).

In the first 2 quarters of FFY 2018, Troop S personnel instructed at least 8 courses for FMCSA NTC which included both in-state and out-of-state training locations. Troop S personnel received in-state training related to CMV and MCSAP related activities to include but not limited to: Out-of-Service update, Load Securement update, Size and Weight Enforcement update, Operating Authority update, HM High Pressure Cargo Tank, ELD Roadside and Enforcement, and various FMCSA webinars. Troop S personnel received out-of-state training related to CMV and MCSAP related activities to include but not limited to: FMCSA SSC New Entrant training, COHMED, FMCSA grant training, FMCSA grant planning meeting, and NTC instructor development. Troop S personnel also received numerous required CLEET and OHP training courses.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

State budget issues continue to hurt our training efforts during FFY 2018. Due to State budget issues and limitations placed on Troop S, several training courses were canceled, the number of personnel sent to out of state conferences were reduced and quarterly meetings were also canceled in order to comply with the Departments budget cuts. Also Troop S ran into several obstacles involving the purchase of Zoom video conferencing. Originally, Troop S intended on going with another vendor, Go To Meeting / Go To Training, but found a better product, Zoom, through research. When Troop S attempted to purchase this product several State budget and purchasing agencies required Troop S to look at several other products and provide justification for the need to make the purchase. After all the requirements were met, Troop S was finally allowed to purchase the Zoom product at the end of June 2018.

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2019 - 2021. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Traffic Enforcement

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Oklahoma is committed to FMCSAs traffic enforcement national priority and agrees that driver behavior is the leading cause of all traffic collisions including those involving large trucks and passenger carriers. Collisions involving large trucks and passenger carriers are not always a result of the CMV driver behavior but non-CMV driver behavior as well. Some causation factors include hand-held cell phones, texting, inattention, speeding, unsafe lane changes, left of center, negligent driving and following too close. The State intends to conduct traffic enforcement activities on CMVs and non-CMV s when violations occur around large trucks and passenger carriers. These activities will help Oklahoma achieve the collision-reduction goal and educate drivers on how their behavior affects everyone around them.

Projected Goals for FY 2019 - 2021:

Enter performance goal.

Oklahoma intends on focusing on traffic enforcement activities by conducting public outreach and education, CMV driver and vehicle inspections based on traffic enforcement stops, non-CMV driver and vehicle contacts based on traffic enforcement violations, special emphasis efforts, and premium pay projects. The goal of traffic enforcement activities is to help meet and/or exceed our 2021 collision reduction goal of reducing large truck and passenger carrier collisions by 6%.

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.

Uniformed personnel patrolling the highway are continuously observing driver behavior and taking enforcement action when violations of the law or regulations occur. Troop S will raise public awareness through motor carrier safety programs/safety talks. Troop S will utilize special emphasis and premium pay projects to enhance traffic enforcement activities and reduce collisions.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Troop S will monitor the data from inSPECT to track to the number of inspections which resulted from traffic enforcement. Supervisors will track the data on each inspection marked as "traffic enforcement" inspections include valid traffic enforcement violations. All CMV traffic enforcement activities will be documented when requesting reimbursement for those activities. Traffic enforcement activities of non-CMV s will be documented when requesting reimbursement and focus on driver behavior. Public education and

awareness activities with CMV and non-CMV drivers about driver behavior issues will help bring awareness to all drivers and help reduce collisions.

State Objective #2

Enter the title of your State-Identified Objective.

MCSAP Program enhancements, education, training

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Oklahoma's MCSAP program requires all stakeholders to be informed, trained and forward thinking. Federal and State laws, regulations, policies and requirements are constantly changing and evolving. It is imperative that Oklahoma have the opportunity to stay up to date with any current or future changes as well as educating our own personnel, other agencies and other personnel as needed, requested or required.

Projected Goals for FY 2019 - 2021:

Enter performance goal.

Troop S has assigned one Lieutenant to oversee Troop S training on a full-time basis. This position was created to ensure everyone within Troop S is properly trained, up-to-date on all laws, rules, regulations and policies, and receives all the information to properly perform their duties within Troop S. Troop S is requesting the ability to continue to be able to provide and receive training, attend meetings and conferences that will help enhance our MCSAP program. These activities help enhance our program by several means. First, Troop S provides CMV related training to our own personnel, other agencies, organizations and enforcement personnel, not only in Oklahoma but across the US. Second, attending training and conferences help to educate our personnel and allows us the opportunity to share ideas and network with other agencies and individuals in order to help promote CMV safety, thereby reduce large truck and passenger carrier collisions. Third, training, meetings and conferences can help to ensure that Oklahoma is doing what is necessary to comply with the grant requirements and prepare for future requirements.

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.

Troop S intends on providing classroom, field training, and remote training. Towards the end of FFY 2018, Troop S purchased Zoom which is a video conferencing / web-based program in order to provide information, training, and updates on an as needed bases. This system will help keep inspectors up to date when changes occur without having the expense of travel or time removed from their assigned areas. Remote training will be utilized when it is necessary and feasible. Onsite training will continue to occur and is necessary for NTC courses and some MCSAP, Troop S, or OHP training. Troop S requests consideration to send personnel to any training, meeting, or conference that is or may not be listed below but would help enhance our MCSAP program during FFY 2019. During FFY 2018, Troop S sent several Troopers to FMCSA's National Training Center (NTC) instructor development course to enhance our training program. During FFY 2019, Troop S would like to send additional personnel to continue enhancing our program. The listed events include both in-state and out-of-state travel that may also require hotel and per diem. Troop S is anticipating conducting several training courses which include, but not limited to the following: - North American Standard Part A and Part B inspection school - possibly 2 or more* - General Hazardous Material and/or Hazardous Material Cargo Tank (as needed)* - CMV related courses to refresh and update Troop S personnel as well as providing LEO CEUs* - Intro to CMV and identifying the correct Motor Carrier course delivered to law enforcement personnel assist with data collection* - Drug Interdiction Assistance Program (DIAP). Troop S is anticipating sending personnel to the following FMCSA training: CSA Phase III training for all Compliance Investigators - as part of FMCSA's national priority* - Any FMCSA training that is requested and/or required that may come up in FFY 2019* - FMCSA Southern Service Center New Entrant update training - FMCSA Compliance Investigation update training* -and FMCSA NTC

Instructor Development*. Troop S is anticipating sending personnel to the following meetings/conferences: - FMCSA Grant Planning Meeting* - CVSA conferences and the North American Inspector Championship* - COHMED Hazardous Material conference* - Safe Drive campaign meetings – NHTSA speed enforcement campaign. The above-listed events would help enhance our MCSAP program by providing training and information needed to comply with Federal regulations, policies and grant requirements. The meetings and conferences allow personnel to be active in MCSAP related activities and processes, provide input and network with other stakeholders. This further ensures that Oklahoma is at the forefront of any current or future changes and plays an active part in CMV safety and reducing large truck and passenger carrier collisions. * indicated location and date(s) are "to be determined". Troop S is anticipating providing our Administrative Staff with computer program training as well. This training would help our administrative personnel to use programs such as Excell, Microsoft Word, Outlook, and other programs to there full advantage. This is not a comprehensive list of Troop S activities since some training, meetings, and conferences are not yet announced or even planned. Troop S is also considering conducting an Oklahoma Inspection Championship during FFY 2019. This is being considered to help enhancing our MCSAP program by reinforcing the step by step NAS Level 1, HM Cargo Tank, HM Non-Bulk, and PVI inspection procedures. This will also help promote the importance of conducting a thorough inspection and also provide an opportunity for Oklahoma inspectors to learn from each other.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

This State-Identified Objective will be monitored as personnel attend the training, events, and meetings throughout the performance period. These activities will be monitored and reported on the quarterly Performance Monitoring Report to FMCSA. This particular objective may not produce tangible results that can be measured, however, over time it will help to reduce large truck and passenger carrier collisions through enhancing different aspects of the MCSAP program.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$5,931,299.00	\$1,045,879.00	\$6,977,178.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,045,879.00
MOE Baseline:	\$1,077,371.67

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$1,045,879.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CAPTAIN	1	95.0000	\$86,400.00	\$82,080.00	\$82,080.00	\$0.00	\$0.00
LIEUTENANT	8	90.0000	\$79,429.00	\$571,888.80	\$571,888.80	\$0.00	\$0.00
TROOPER	46	70.0000	\$72,430.44	\$2,332,260.16	\$2,332,260.16	\$0.00	\$0.00
CIVILIAN AUDITORS	5	100.0000	\$43,750.00	\$218,750.00	\$218,750.00	\$0.00	\$0.00
Administrative Program Officer III	1	100.0000	\$56,889.97	\$56,889.97	\$56,889.97	\$0.00	\$0.00
Administrative Program Officer I	1	100.0000	\$42,000.00	\$42,000.00	\$42,000.00	\$0.00	\$0.00
Administrative Assistant II	3	100.0000	\$39,000.00	\$117,000.00	\$117,000.00	\$0.00	\$0.00
Administrative Assistant I	1	100.0000	\$34,000.00	\$34,000.00	\$34,000.00	\$0.00	\$0.00
Attorney	1	80.0000	\$60,000.00	\$48,000.00	\$48,000.00	\$0.00	\$0.00
Port of Entry CMV Officers	1	100.0000	\$652,441.66	\$652,441.66	\$0.00	\$652,441.66	\$0.00
CVTEP	25	0.0000	\$4,000.00	\$0.00	\$0.00	\$0.00	\$100,000.00
TTEP	25	0.0000	\$3,000.00	\$0.00	\$0.00	\$0.00	\$75,000.00
Turnpike	3	0.0000	\$55,000.00	\$0.00	\$0.00	\$0.00	\$165,000.00
Subtotal: Salary				\$4,155,310.59	\$3,502,868.93	\$652,441.66	\$340,000.00
Overtime Project Costs							
All MCSAP Staff	1	100.0000	\$198,953.82	\$198,953.82	\$198,953.82	\$0.00	\$0.00
Subtotal: Overtime				\$198,953.82	\$198,953.82	\$0.00	\$0.00
TOTAL: Personnel				\$4,354,264.41	\$3,701,822.75	\$652,441.66	\$340,000.00
Accounting Method:	Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

The State will budget for 54 MCSAP Troopers that conduct MCSAP eligible activities. The 54 Troopers will consist of 1 Captain, 8 Lieutenants and 45 roadside Troopers. For budget purposes the personnel costs were figured using actual salary costs for the percentage of expected MCSAP eligible time. (ie. Captain dedicates approximately 95% of his time, Lieutenants 90% and Troopers 70%) For billing purposes, their actual MCSAP dedication will be calculated.

There are 5 civilian auditors that conduct Safety Audits and 100% of their personnel costs was planned based on actual salary costs.

The administrative staff are all 100% dedicated to supporting the MCSAP program. Administrative Program Officer III provides full financial oversight of the grant and is also the Supervisor of the administrative staff. Administrative Program Officer I is responsible for assigning and issuing civil penalties for any out-of-service violations and manages all travel needs with regard to hotel and airfare purchases. Administrative Assistant II's serve as the Time and Accountability Manager, SafetyNet/Data Quality Specialist, and Troop Secretary. The Administrative Assistant I serves as the Troop receptionist.

The Attorney is dedicated 80% to the MCSAP program conducting administrative hearings for civil penalties, partners with the States's legal division and legislative liason to introduce/support/oppose new legislation with respect to commerical vehicle laws, Title VI coordinator, and more as assigned by the Captain.

The Port of Entry CMV Officers are 100% dedicated to the MCSAP program and conduct NAS inspections at the ports throughout the State.

The MCSAP overtime projects will consist of 1 quarterly project each quarter with a budget of about \$50,000 per quarter for a total of \$198,953.82. During each quarterly project there may be multiple activites and/or special emphasis deemed eligible. Troopers and civilian staff will be allowed a set number of hours to work during the project.

MOE Expenses

CVTEP = \$100,000 The Troopers in this program perform MCSAP eligible activities on a part time basis for which is charged towards our MOE.

TTEP = \$75,000 The Troopers in this program perform MCSAP eligible activities on a part time basis for which is charged towards our MOE.

Turnpike = \$165,000 There are 3 full-time Troopers assigned to turnpikes in the State. Their time is charged to our MOE.

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- *Costs are provided under established written policies.*
- *Costs are equitably allocated to all related activities, including Federal awards.*
- *Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.*

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- *For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.*
- *The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.*
- *Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- *The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.*
- *For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.*

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.*

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CAPTAIN	34.4800	100.0000	\$82,650.00	\$28,497.72	\$28,497.72	\$0.00	\$0.00
LIEUTENANT	46.0000	100.0000	\$571,881.60	\$263,065.53	\$263,065.53	\$0.00	\$0.00
TROOPER	42.2000	100.0000	\$2,332,260.00	\$984,213.72	\$984,213.72	\$0.00	\$0.00
CIVILIAN AUDITOR	54.2800	100.0000	\$218,750.00	\$118,737.50	\$118,737.50	\$0.00	\$0.00
Administrative Program Officer III	58.1300	100.0000	\$56,889.97	\$33,070.13	\$33,070.13	\$0.00	\$0.00
Administrative Program Officer I	53.6000	100.0000	\$42,000.00	\$22,512.00	\$22,512.00	\$0.00	\$0.00
Administrative Assistant II	46.1600	100.0000	\$117,000.00	\$54,007.20	\$54,007.20	\$0.00	\$0.00
Administrative Assistant I	47.0500	100.0000	\$34,000.00	\$15,997.00	\$15,997.00	\$0.00	\$0.00
Attorney	52.0800	100.0000	\$48,000.00	\$24,998.40	\$24,998.40	\$0.00	\$0.00
POE CMV Officers	55.6900	100.0000	\$489,612.00	\$272,664.92	\$0.00	\$272,664.92	\$0.00
CVTEP	37,247.0000	0.0000	\$37,247.00	\$0.00	\$0.00	\$0.00	\$37,247.00
TTEP	28,000.0000	0.0000	\$28,000.00	\$0.00	\$0.00	\$0.00	\$28,000.00
Turnpike	56,000.0000	0.0000	\$56,000.00	\$0.00	\$0.00	\$0.00	\$56,000.00
TOTAL: Fringe Benefits				\$1,817,764.12	\$1,545,099.20	\$272,664.92	\$121,247.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

The State provides fringe benefits for all employees. The benefits above are figured on actual costs and consist of Excess Benefit Allowance, State FICA/MQFE, State Insurance, Retirement, State Share Annuities and Worker's Compensation. The following provides detail on how these benefits are figured:

Excess Benefit Allowance - The State provides employees with an allowance for insurance premiums for themselves and their family. If the employee selects medical, dental and vision options that do not require the entire allowance the remaining funds are added to regular paycheck.

State FICA/MQFE - FICA is a combination of Social Security (SS) and Medicare. The SS portion is 6.2% of only the civilian employee's Salary, Longevity, Uniform and Differential (if they receive those last 2). The Medicare portion is 1.45% of the civilian and trooper's Salary, Longevity, Uniform and Differential. So essentially, Troopers are exempt from the SS portion.

State Insurance - Insurance benefit allowance is a set amount allowed for employees. It increases based on family structure so the the lowest would be employee only and the highest would be employee, spouse and children. These figures differ widely among Troop S employees and is dependent on what type of coverage is chosen.

Retirement - Civilian (OPERS) – Salary, Longevity, Differential (if received) * 16.5%; Troopers (OLERS) – Salary, Longevity, Differential * 11%

State Share Annuities (SoonerSave) - The State's match is \$25

Worker's Compensation - Worker's Comp is calculated using a formula against employee's base pay. (ie. $0.051 \times 0.98 \times 0.67 \times 0.99$ for Uniformed Personnel and $0.0081 \times 0.98 \times 0.67 \times 0.99$ for Civilian Personnel) The first number is a high risk rate and a low risk rate. The second number is the experience modifier. The 3rd number calculates a 33% discount that was extended to the State, and the last number was a 1% prompt pay discount.

Accrued Leave - The state will seek reimbursement for Sick and Annual Leave as it is accrued.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
SA/CR Program Travel	10	720	100.0000	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
COHMED	2	10	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
CVSA Spring Workshop	5	25	100.0000	\$7,500.00	\$6,375.00	\$1,125.00	\$0.00
CVSA Fall Leadership Conference	5	25	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
NAIC	3	21	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
FMCSA Grant Planning Meeting	4	16	100.0000	\$7,500.00	\$6,375.00	\$1,125.00	\$0.00
National Road Check Week	100	300	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Travel Training	10	100	100.0000	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
SA/CR Quarterly Meetings	8	128	100.0000	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
Safe DRIVE & Technology Sharing	2	20	100.0000	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
Other FMCSA Requested Travel	5	50	100.0000	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
TOTAL: Travel				\$108,000.00	\$91,800.00	\$16,200.00	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

Troop S conducts Safety Audits (SAs) and Compliance Investigations (CIs) on motor carriers that include property, passenger and hazardous material carriers. Currently Troop S has 5 Troopers that are certified to conduct CIs and 5 employees (5 civilians) who are certified to conduct SAs. These activities will require travel across the state, some of which will require overnight travel resulting in lodging and per diem expenses. The cost will be approximately \$12,000.

Troop S is dedicated to ensuring that all MCSAP personnel are knowledgeable on regulation changes, staying in contact and communicating with other MCSAP state agencies and apply changes as they occur. Troop S attends various conference through the Commercial Vehicle Safety Alliance (CVSA). CVSA promotes commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. The cost budgeted in FFY 19 for CVSA conferences is \$32,500. It is lined out as follows:

Conference	# of Attendees	Budgeted Cost
COHMED	2	\$5,000
CVSA Spring Workshop	5	\$7,500
CVSA Fall Leadership Conference	5	\$10,000
NAIC	5	\$10,000

The structure of the grant program within Troop S consists of the Captain who serves as the MCSAP Coordinator, a Lieutenant who serves as the MCSAP Grant Manager, a Lieutenant who serves as the MCSAP Grant and quarterly

report writer and an Administrative Program Officer who serves as the Budget Analyst/Financial Manager. These 4 personnel will attend the annual FMCSA Grant Planning Meeting. This is estimated to cost \$7,500.

National Road Check week is a big special project the State participates in annually. This project requires some of our FTEs as well as some part-time inspection personnel to travel to designated Road Check checkpoints throughout the state. This results in lodging and per diem expenses for which we have budgeted \$5,000.

Training is an important part of keeping the MCSAP personnel educated in regulatory changes, best practices and updates. This may include local training for State personnel but also required training for our certified trainers to maintain certification. The approximate cost for training is \$12,000.

CI and SA personnel are required to attend quarterly meetings. This provides an opportunity for training, updates, best practice methods and address any issues. These meetings require per diem and lodging which is estimated to be \$15,000.

Safe Drive & Technology Sharing programs have been a big part of the MCSAP program within the last year. These conferences/workshops have proven to be valuable for modernizing the State's inspection program. Oklahoma's participation in these activities requires out-of-state travel periodically costing approximately \$12,000.

In order to allow for unforeseen travel that may be requested by FMCSA Troop S has budgeted \$12,000 to cover necessary travel, lodging and per diem expenses.

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Vehicles	10	\$32,000.00	0	\$0.00	\$0.00	\$0.00	\$320,000.00
Lidar	2	\$6,390.00	100	\$12,780.00	\$10,863.00	\$1,917.00	\$0.00
TOTAL: Equipment				\$12,780.00	\$10,863.00	\$1,917.00	\$320,000.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

\$12780 - 2 TruVision photo/video lidars. These particular lidars would be advantageous to have since they have the ability to record video and it is the only model that can measure the distance between two vehicles. Our intent would be to have the units available to use in work zones and have video evidence of following to close violations.

MOE Expenditures

Troop S is budgeting for 10 new vehicles at \$32,000 each. These vehicles will replace high mileage vehicles in the fleet and fall within the planned vehicle replacement cycle.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in [§200.33](#) Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also [§200.20](#) Computing devices and [§200.33](#) Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Supplies	1 ea	\$35,048.47	100.0000	\$35,048.47	\$29,791.20	\$5,257.27	\$0.00
Training Audio Visual Supplies	5 ea	\$1,000.00	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Inventory Management System	1 ea	\$1,682.00	100.0000	\$1,682.00	\$1,429.70	\$252.30	\$0.00
Lidar	13 ea	\$1,000.00	100.0000	\$13,000.00	\$11,050.00	\$1,950.00	\$0.00
Inspection Supplies	100 ea	\$1,709.39	100.0000	\$170,939.00	\$145,298.15	\$25,640.85	\$0.00
New Vehicle Police Package	10 ea	\$38,500.00	0.0000	\$0.00	\$0.00	\$0.00	\$385,000.00
Computer Station	1 ea	\$5,000.00	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
TOTAL: Supplies				\$230,669.47	\$196,069.05	\$34,600.42	\$385,000.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Office Supplies - \$35,048.47 This will cover the required day-to-day supplies needed such as paper, pens, staples, postage, etc.

Training Audio Visual Supplies - \$5,000 Troop S installed a new A/V system for the training room at headquarters. These funds will be used to buy supplies and items that will further enhance the system such as camera(s) and tripod that will allow us to record trainings and keep an archive of trainings to be used throughout the year.

Inventory Management System - \$1,682 Troop S would like to purchase an off-the-shelf inventory system in order to better maintain our inventory of supplies. This will assist us with tracking where equipment and supplies are but will also provide a way to notify us when items are low in stock.

Lidar - \$13,000 This is to outfit Lieutenants and/or Troopers with lidar when conducting traffic enforcement activities and special emphasis in high traffic corridors and construction zones.

Inspection Supplies - \$170,939 There are approximately 115 certified inspectors within the MCSAP program and expenses were calculated at about \$1486.42 per inspector. These funds will go towards FMCSR and Hazmat regulation manuals, out-of-service criteria, uniforms, paper, creepers, chocks, gloves, and CVSA decals.

Computer Station - \$5,000 Our Troop S IT Technician is currently working on an 8+ year old computer system which needs to be updated.

MOE Expenditures

New Vehicle Police Package - \$385,000 Covers the cost of supplies to outfit a new unit which may include lights, sirens, radios, cameras, etc.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Standley Savin Copier	DUNS 0	Contract	100.0000	\$4,000.00	\$3,400.00	\$600.00	\$0.00
Description of Services: Contractual Services							
AT&T DSL	DUNS 0	Contract	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Description of Services: DSL services							
Cox	DUNS 0	Contract	100.0000	\$400.00	\$340.00	\$60.00	\$0.00
Description of Services: Fax line							
MJH Properties	DUNS 0	Contract	100.0000	\$95,000.00	\$80,750.00	\$14,250.00	\$0.00
Description of Services: Office lease							
Zoom	DUNS 0	Contract	100.0000	\$4,000.00	\$3,400.00	\$600.00	\$0.00
Description of Services: Virtual training program							
AT&T, Pine Cellular & Verizon	DUNS 0	Contract	100.0000	\$45,000.00	\$38,250.00	\$6,750.00	\$0.00
Description of Services: Cell phone & hotspot service							
OMES	DUNS 0	Contract	100.0000	\$73,000.00	\$62,050.00	\$10,950.00	\$0.00
Description of Services: Services fees for IT support							
TOTAL: Contractual and Subaward				\$223,400.00	\$189,890.00	\$33,510.00	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

Standley Savin Copier - \$4,000 Contract with Standley Services to provide a machine with the ability to copy, fax and scan.

AT&T DSL Line - \$2,000 This is a DSL line provided at the OK FMCSA division for administrative staff, Troopers or Compliance Investigators to have internet access.

Cox Fax Line - \$400 Fax line through Cox Communications that provides fax capabilities.

MJH Properties - \$95,000 The office lease is a fixed cost that includes office space and all utilities. Troop S shares one office space with another Troop within Oklahoma Highway Patrol and pay 33% of the cost. This was determined by figuring the square footage that will be used solely for MCSAP and calculate that percentage of the lease amount as our portion to pay. The other office space is used 100% by Troop S so costs will be billed accordingly. All utilities are included in this cost as well.

Zoom Training Services - \$4,000 As part of our continued efforts to improve the training offered Troop S is using the services through this company to provide training available remotely to our Troopers statewide. This will reduce travel expenses and wasted time spent driving.

Communication Costs - \$45,000 These funds will cover expenses related to MCSAP personnel cell phone and hotspot usage.

OMES Service Fees - \$73,000 In lieu of paying the salary and fringe of a dedicated IT position the state entered into an agreement with the State's Office of Management and Enterprise Services to provide IT support through a fee plan. The estimated annual cost is comparable to what the salary and fringe of an employee was.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Fuel & Maintenance Costs	50 ea	\$4,000.00	100.0000	\$200,000.00	\$170,000.00	\$30,000.00	\$0.00
Miscellaneous	1 ea	\$5,000.00	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
CVSA Membership Dues	1 yr	\$12,300.00	100.0000	\$12,300.00	\$10,455.00	\$1,845.00	\$0.00
COHMED Conference Registration Fees	7 ea	\$500.00	100.0000	\$3,500.00	\$2,975.00	\$525.00	\$0.00
CVSA Spring Workshop Registration	7 ea	\$500.00	100.0000	\$3,500.00	\$2,975.00	\$525.00	\$0.00
CVSA Fall Leadership Conference	7 ea	\$500.00	100.0000	\$3,500.00	\$2,975.00	\$525.00	\$0.00
Administrative Training	5 ea	\$500.00	100.0000	\$2,500.00	\$2,125.00	\$375.00	\$0.00
TOTAL: Other Costs				\$230,300.00	\$195,755.00	\$34,545.00	\$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

MCSAP Fuel & Maintenance Costs - \$200,000 Fuel and maintenance costs are necessary for the operation of the personnel and will be billed with the respective level of effort to the MCSAP program.

Miscellaneous - \$5,000 There were various costs that were incurred last FFY that we expect could be incurred this year as well. This could include translator services for administrative hearings, Title VI publications, HM chemical testing, educational/outreach materials, etc.

CVSA Membership Fee - \$12,300 Troop S pays an annual membership fee to be a member of the CVSA.

CVSA Conference Registration Fees - \$10,500 The State encourages participation in the CVSA conferences as it has proven very beneficial over the years in increasing our knowledge of safety practices across the U.S. It also encourages uniformity in our state and allows the State to create partnerships with other states. Personnel are budgeted to attend COHMED and CVSA Spring/Fall Conferences to ensure a valuable presence in the committees.

Administrative Training - \$2,500 Troop S is looking to add training for administrative staff to improve efficiencies and skills of current staff. The budget will be \$500 for each training, with a goal of 5 trainings throughout the year, and may include in-person seminars or online webinars.

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$5,931,299.00	\$1,045,879.00	\$6,977,178.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,045,879.00
MOE Baseline:	\$1,077,371.67

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
CAPTAIN	\$82,080.00	\$0.00	\$82,080.00	\$0.00
LIEUTENANT	\$571,888.80	\$0.00	\$571,888.80	\$0.00
TROOPER	\$2,332,260.16	\$0.00	\$2,332,260.16	\$0.00
CIVILIAN AUDITORS	\$218,750.00	\$0.00	\$218,750.00	\$0.00
Administrative Program Officer III	\$56,889.97	\$0.00	\$56,889.97	\$0.00
Administrative Program Officer I	\$42,000.00	\$0.00	\$42,000.00	\$0.00
Administrative Assistant II	\$117,000.00	\$0.00	\$117,000.00	\$0.00
Administrative Assistant I	\$34,000.00	\$0.00	\$34,000.00	\$0.00
Attorney	\$48,000.00	\$0.00	\$48,000.00	\$0.00
Port of Entry CMV Officers	\$0.00	\$652,441.66	\$652,441.66	\$0.00
CVTEP	\$0.00	\$0.00	\$0.00	\$100,000.00
TTEP	\$0.00	\$0.00	\$0.00	\$75,000.00
Turnpike	\$0.00	\$0.00	\$0.00	\$165,000.00
Salary Subtotal	\$3,502,868.93	\$652,441.66	\$4,155,310.59	\$340,000.00
All MCSAP Staff	\$198,953.82	\$0.00	\$198,953.82	\$0.00
Overtime subtotal	\$198,953.82	\$0.00	\$198,953.82	\$0.00
Personnel total	\$3,701,822.75	\$652,441.66	\$4,354,264.41	\$340,000.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CAPTAIN	\$28,497.72	\$0.00	\$28,497.72	\$0.00
LIEUTENANT	\$263,065.53	\$0.00	\$263,065.53	\$0.00
TROOPER	\$984,213.72	\$0.00	\$984,213.72	\$0.00
CIVILIAN AUDITOR	\$118,737.50	\$0.00	\$118,737.50	\$0.00
Administrative Program Officer III	\$33,070.13	\$0.00	\$33,070.13	\$0.00
Administrative Program Officer I	\$22,512.00	\$0.00	\$22,512.00	\$0.00
Administrative Assistant II	\$54,007.20	\$0.00	\$54,007.20	\$0.00
Administrative Assistant I	\$15,997.00	\$0.00	\$15,997.00	\$0.00
Attorney	\$24,998.40	\$0.00	\$24,998.40	\$0.00
POE CMV Officers	\$0.00	\$272,664.92	\$272,664.92	\$0.00
CVTEP	\$0.00	\$0.00	\$0.00	\$37,247.00
TTEP	\$0.00	\$0.00	\$0.00	\$28,000.00
Turnpike	\$0.00	\$0.00	\$0.00	\$56,000.00
Fringe Benefits total	\$1,545,099.20	\$272,664.92	\$1,817,764.12	\$121,247.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SA/CR Program Travel	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
COHMED	\$4,250.00	\$750.00	\$5,000.00	\$0.00
CVSA Spring Workshop	\$6,375.00	\$1,125.00	\$7,500.00	\$0.00
CVSA Fall Leadership Conference	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
NAIC	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
FMCSA Grant Planning Meeting	\$6,375.00	\$1,125.00	\$7,500.00	\$0.00
National Road Check Week	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Travel Training	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
SA/CR Quarterly Meetings	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
Safe DRIVE & Technology Sharing	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
Other FMCSA Requested Travel	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
Travel total	\$91,800.00	\$16,200.00	\$108,000.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicles	\$0.00	\$0.00	\$0.00	\$320,000.00
Lidar	\$10,863.00	\$1,917.00	\$12,780.00	\$0.00
Equipment total	\$10,863.00	\$1,917.00	\$12,780.00	\$320,000.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$29,791.20	\$5,257.27	\$35,048.47	\$0.00
Training Audio Visual Supplies	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Inventory Management System	\$1,429.70	\$252.30	\$1,682.00	\$0.00
Lidar	\$11,050.00	\$1,950.00	\$13,000.00	\$0.00
Inspection Supplies	\$145,298.15	\$25,640.85	\$170,939.00	\$0.00
New Vehicle Police Package	\$0.00	\$0.00	\$0.00	\$385,000.00
Computer Station	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Supplies total	\$196,069.05	\$34,600.42	\$230,669.47	\$385,000.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Standley Savin Copier	\$3,400.00	\$600.00	\$4,000.00	\$0.00
AT&T DSL	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Cox	\$340.00	\$60.00	\$400.00	\$0.00
MJH Properties	\$80,750.00	\$14,250.00	\$95,000.00	\$0.00
Zoom	\$3,400.00	\$600.00	\$4,000.00	\$0.00
AT&T, Pine Cellular & Verizon	\$38,250.00	\$6,750.00	\$45,000.00	\$0.00
OMES	\$62,050.00	\$10,950.00	\$73,000.00	\$0.00
Contractual and Subaward total	\$189,890.00	\$33,510.00	\$223,400.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fuel & Maintenance Costs	\$170,000.00	\$30,000.00	\$200,000.00	\$0.00
Miscellaneous	\$4,250.00	\$750.00	\$5,000.00	\$0.00
CVSA Membership Dues	\$10,455.00	\$1,845.00	\$12,300.00	\$0.00
COHMED Conference Registration Fees	\$2,975.00	\$525.00	\$3,500.00	\$0.00
CVSA Spring Workshop Registration	\$2,975.00	\$525.00	\$3,500.00	\$0.00
CVSA Fall Leadership Conference	\$2,975.00	\$525.00	\$3,500.00	\$0.00
Administrative Training	\$2,125.00	\$375.00	\$2,500.00	\$0.00
Other Costs total	\$195,755.00	\$34,545.00	\$230,300.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$5,931,299.00	\$1,045,879.00	\$6,977,178.00	\$1,166,247.00
Total Costs Budgeted	\$5,931,299.00	\$1,045,879.00	\$6,977,178.00	\$1,166,247.00

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$5,931,299.00	\$1,045,879.00	\$6,977,178.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,045,879.00
MOE Baseline:	\$1,077,371.67

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$3,502,868.93	\$652,441.66	\$4,155,310.59	\$340,000.00
Overtime Subtotal	\$198,953.82	\$0.00	\$198,953.82	\$0.00
Personnel Total	\$3,701,822.75	\$652,441.66	\$4,354,264.41	\$340,000.00
Fringe Benefits Total	\$1,545,099.20	\$272,664.92	\$1,817,764.12	\$121,247.00
Travel Total	\$91,800.00	\$16,200.00	\$108,000.00	\$0.00
Equipment Total	\$10,863.00	\$1,917.00	\$12,780.00	\$320,000.00
Supplies Total	\$196,069.05	\$34,600.42	\$230,669.47	\$385,000.00
Contractual and Subaward Total	\$189,890.00	\$33,510.00	\$223,400.00	\$0.00
Other Costs Total	\$195,755.00	\$34,545.00	\$230,300.00	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$5,931,299.00	\$1,045,879.00	\$6,977,178.00	\$1,166,247.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$5,931,299.00	\$1,045,879.00	\$6,977,178.00	\$1,166,247.00

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Rusty Rhoades
2. What is this person's title? Commissioner of Public Safety
3. Who is your Governor's highway safety representative? Rusty Rhoades
4. What is this person's title? Commissioner of Public Safety

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Rusty Rhoades, Commissioner of Public Safety, on behalf of the State of OKLAHOMA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Rusty Rhoades
2. What is the title of your certifying State official? Commissioner of Public Safety
3. What are the phone # and email address of your State official? 405-425-2001 Rusty.Rhoades@dps.ok.gov

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Rusty Rhoades, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

49 CFR 395.3 requires a driver to take a 30 minute rest break after 8 hours of driving, if not operating under the short-haul exception. In 2016 Oklahoma amended state law 47 O.S. 230.15(D)(2) to exempt intrastate drivers from the requirement of a 30 minute rest break, "2. No rule shall be adopted that enforces the provisions of 49 CFR Section 395.3(a)(3)(ii) relating to rest breaks, if the driver or motor carrier is engaged solely in intrastate commerce." Although this change may appear to be non-compatible, it is compatible. DPS adopted by reference all portions of FMCSR §395 in OAC 595:35-1-4 prior to (D)(2) being added to the statute. The change in the statute does not state that it is retroactive. "The general rule is that statutes are presumed to operate prospectively only. A clear expression of legislative purpose is required to justify a retroactive application. In the case of doubt, the doubt must be resolved against retrospective effect." *Wilson v. State ex rel. Oklahoma Tax Commission*, 594 P.2d 1210, 1212 (Okla.1979). Troop S of the Oklahoma Highway Patrol/Oklahoma Department of Public Safety has requested changes to more closely match the FAST Act specifically 49 U.S.C. 31111(a), 31111(b)(1)(H) and 23 U.S.C. 127(a), (m), and (r).

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB 912	07/01/2018	T47 os 14-126	The new state law exempts agricultural motor vehicles engaging in intrastate commerce from the requirements of an electronic logging device and hours of service. The new law also states that single axel trucks with a gooseneck or bumper pull trailer for purposes of hauling horses or livestock and trailers with living quarters fit within the definition of an agricultural vehicle. http://www.oscn.net/applications/oscn/DeliverDocument.asp?CiteID=482802
SB 1266	04/18/2018	T47 os 14-124	The new section of state law was added relating to commercial driver licenses. The law exempts any person driving under a Class A CDL from obtaining a hazardous material endorsement if under employment of a custom harvester and operating a vehicle that is transporting diesel of 1,000 gallons or less and is clearly marked as "flammable" or "combustible". This is allowable under 49 CFR §383.3(i). http://www.oscn.net/applications/oscn/DeliverDocument.asp?CiteID=481943
HB 3290	11/01/2018	T47 os 11-309	The change in the state law limits the driving in the left lane of a roadway and provides an exemption for roadways within the city limits of a municipality as long as such roadway is not part of the National System of Interstate and Defense Highways. http://www.oscn.net/applications/oscn/DeliverDocument.asp?CiteID=82287
HB 2651	11/01/2018	T47 os 802	The change in the state law allows the DPS Commissioner to require training on the recognition, prevention and reporting of human trafficking. If the Commissioner chooses to require the training the law requires regular review and updating of the content included in the training as well as specified collaboration in developing it. Lastly, it requires the publication of content on the recognition, prevention and effective reporting of human trafficking in a manner that is likely to be read by holders of or people training to obtain commercial licenses. http://www.oscn.net/applications/oscn/DeliverDocument.asp?CiteID=82968
SB 1089	07/01/2018	T47 os 14-109	The change in the state law amended in three ways. The first subsection was modified to apply to any interstate highway instead of any road or highway. Next, requires vehicles operating under a special permit moving loads between 22,000 and 23,000 pounds to have dual wheels and the front steering axle must be at least 20,000 pounds if the load is greater than 23,000 pounds. Lastly, grants the ability to obtain and pay a fee for a specialized transportation permit for a transport vehicle or trailer exceeding 12 feet in width or a vehicle within 30 miles of and originating or terminating from the Tulsa Port of Catoosa with less than 23,000 on a single axle or less than 46,000 on a tandem axle and overall weight exceeding 300,000 pounds. The specialized transportation vehicles cannot operate on the National System of Interstate and Defense Highways. http://www.oscn.net/applications/oscn/DeliverDocument.asp?CiteID=82471
SB 1114	11/01/2018	T47 os 14-125	The new section of state law was added relating to oversize loads; defining terms; designating certain routes as high-wide corridors; requiring certain permit for moving certain load; requiring certain permit or authorization for installing structures along certain routes; requiring additional design standards for certain high-wide routes; requiring consultation with political

			subdivisions before issuing certain permits; directing political subdivisions to reach agreements for removing certain structures. http://www.oscn.net/applications/oscn/DeliverDocument.asp?CiteID=482801
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Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☒ Yes ☐ No

In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

Administrative and Policy Adoption		
Section Changed	Effective Date	Summary of Changes
595:35-1-4	11/01/2018	Enforcement of Oklahoma Motor Carrier Safety and Hazardous Materials Transportation Act. Updates the adoption by reference section. http://www.oar.state.ok.us/oar/codedoc02.nsf/frmMain?OpenFrameSet&Frame=Main&Src=_75tnm2shfcdnm8pb4dthj0chedppmcbq8dtmmak31ctijurgcln50ob7ckj42tbkdt374obdcli00_
595:35-1-5	11/01/2018	Enforcement of Oklahoma Motor Carrier Safety and Hazardous Materials Transportation Act. Updated applicability. http://www.oar.state.ok.us/oar/codedoc02.nsf/frmMain?OpenFrameSet&Frame=Main&Src=_75tnm2shfcdnm8pb4dthj0chedppmcbq8dtmmak31ctijurgcln50ob7ckj42tbkdt374obdcli00_
595:11-1-15	11/01/2018	Commercial Driver License. Updates applicability to FMCSRs. http://www.oar.state.ok.us/oar/codedoc02.nsf/frmMain?OpenFrameSet&Frame=Main&Src=_75tnm2shfcdnm8pb4dthj0chedppmcbq8dtmmak31ctijurgcln50ob7ckj42tbkdt374obdcli00_