



OKLAHOMA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2022 - 2024
Annual Update FY 2024**

Date of Approval: July 30, 2024

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year performance-based plan or annual update each year to receive MCSAP funds.

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 (FY 2022 - 2024)
- Part 2: Crash Reduction and National Program Elements (FY 2022 - 2024)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2022 - 2024)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2024:

Multi-Year plans- 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- States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2024 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an 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.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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.

UPDATE for FY 2024

Add DPS support in administering, where applicable, the U.S. Department of Transportation Strategic Plan (USDOT SP) and USDOT National Roadway Strategy (NRSS). DPS will utilize the USDOT SP and NRSS as a guide throughout the CVSP to reach both DPS and USDOT goals of reducing crashes with an ultimate goal of zero roadway fatalities.

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". OHP's dedication and mission supports the NRSS priority of making our "transportation system safe for all people". 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, and support the USDOT SP goal of "reducing roadway-related fatalities". 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 to include strategies within the USDOT SP & NRSS, reviewing our efforts every quarter, 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

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

FY 2022 Updates per BIL Funding

Additional FTE positions created/added within Troop S to include a Major, Captain & Lieutenants, MCSAP Data Research Analyst, and various administrative personnel.

Part Time Inspection Personnel activities may be either direct billed or MOE.

FY 2023 Updates

Add the missing FY 2022 Updates that were not entered prior to transfer to this CVSP

Add Oklahoma v. Castro-Huerta, No. 21-429, 597 US ____ (2022) Supreme Court ruling which adjust McGirt ruling

Update for FY 2024

Add additional wording throughout this section to support USDOT SP and NRSS efforts. Update NTC instructors are now CVSA instructors based on the FMCSA Training grant issued to CVSA. Include a recent court case specific to Oklahoma regarding taxation that could result in a reduction of appropriated funds for DPS.

Troop S - Commercial Motor Vehicle Enforcement Division is comprised of the following full-time positions unless otherwise indicated: a Major, Captains, Lieutenants, uniformed personnel (State Troopers and Port of Entry law enforcement officers), civilian personnel which includes - Safety Investigators, Port of Entry (POE) CMV civilian inspectors, Administrative Hearing Officers, civilian administrative staff members, civilian program consultant, and MCSAP Data Research Analyst, and Data Analyst staff member. The full-time personnel conduct driver/vehicle inspections, Compliance Investigations, New Entrant Safety Audits, training, outreach programs, and data quality assurances. 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. Our efforts help support the emphases and goals within the USDOT SP and NRSS. 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. 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 & CVSA 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, Passenger Carrier Vehicle Inspection, and Drug Interdiction Assistance Program (DIAP). Troop S has several FMCSA National Training Center (NTC) & CVSA certified instructors who instruct these courses. These certified NTC & CVSA instructors not only teach within Oklahoma but also travel throughout the country, as assigned, teaching NTC & CVSA 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 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 allow 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 belts, 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. This was established well before the USDOT SP emphasized workforce development. While the USDOT SP workforce development is focused on USDOT employees, Troop S understood the value to recruit, develop, retain, and train a highly skilled & motivated personnel for when FTE positions become available. Part-time Troopers are allowed to become certified in Hazardous Material and Cargo Tank inspections as classes are offered. DPS may seek reimbursement from FMCSA for their activity or use their eligible hours to meet our maintenance of effort (MOE).

The part-time inspection personnel is broken down into three categories: Turnpike Commercial Vehicle Traffic Enforcement Program (TCVTEP), Commercial Vehicle Traffic Enforcement Program (CVTEP), and Traffic Trooper Enforcement Program (TTEP). TCVTEP is a new program that began July 2021, currently with 4 PTE positions. These PTEs are assigned to an Oklahoma Turnpike, reporting to the the Turnpike chain-of-command, focusing on

CMV enforcement but still have non-CMV traffic enforcement/response duties. The Turnpike systems in Oklahoma have a high CMV crash occurrence and Troop S created this program to help reduce crashes involving CMVs on the Turnpike system. If this program is successful, the PTE positions will be increased using Troopers already assigned to the Turnpike system. CVTEP is a program designed to supplement our FTEs, providing additional training opportunities and a career path into Troop S as an FTE in the future. CVTEP PTEs are assigned to a local Troop chain-of-command with non-CMV & CMV traffic enforcement/response duties but allowed to work CMVs enforcement during the course of the shift and, when personnel available, allowed to focus solely CMV enforcement during the shift. TTEP PTEs are assigned to a local Troop chain-of-command with non-CMV & CMV traffic enforcement/response duties. TTEP PTEs focus primarily on CMV driver behavior enforcement.

Port of Entry (POE)

Port of Entry (POE) inspectors are employed as DPS civilians or law enforcement officers 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 Troopers (TTEP PTEs) 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 assists 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. IN FFY 2023, Troop S provided DAIP training to all POE inspectors and a large number of Troop S FTEs. Troop S will continue to offer initial DIAP training and refresher training to FTEs and PTEs in support of the NRSS.

Special Emphasis

Throughout the performance period, Troop S will conduct various special emphases 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 are not limited to, Road Check, Positive Driver investigations, and Passenger Carrier initiatives. Troop S further establishes additional special emphasis projects that include, but are not limited to, Hazardous Materials transportation, Passenger Carrier transportation, drug interdiction, human trafficking, human smuggling, traffic enforcement on CMVs and non-CMV (with violations around CMVs), work zones, and high collision corridors. These emphasis support 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 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 Carrier Vehicle transportation, drug interdiction, human trafficking, and human smuggling. 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. Premium pay shifts will be utilized to help support the goals of USDOT SP and NRSS.

ADVISMENT:

McGirt v. Oklahoma, 591 U.S. _____ (2020) – Muscogee (Creek) Nation

Bosse v. State, 2021 OK CR 3 – Chickasaw Nation; Hogner v. State, 2021 OK CR 4 – Cherokee Nation; Sizemore v. State, 2021 OK CR 6 – Choctaw Nation; Grayson v. State, 2021 OK CR 8 – Seminole Nation

The United States Supreme Court McGirt ruling focused solely on criminal jurisdiction over a Native American tribal member who committed a crime within the boundaries of the Creek Nation reservation. The Supreme Court ruled the State did not have jurisdiction if the suspect or victim is a Native American and the crime occurred within the boundaries of the Creek Nation. The Major Crimes Act of 1885 allows only the Federal government or Tribal governments have criminal jurisdiction within tribal boundaries. The McGirt ruling, through the Oklahoma Court of Criminal Appeals, extended to four other tribes within Eastern Oklahoma to include the Chickasaw, Cherokee,

Choctaw, and Seminole Nations. The McGirt ruling and subsequent Oklahoma Court of Criminal Appeals decisions have created a unique situation in Oklahoma with many unsettled or unforeseen consequences. Although these rulings focus on criminal jurisdiction, they could impact civil issues as well. At least one Federal Agency is using the ruling to extend their authority, removing Oklahoma's authority, over mines in Eastern Oklahoma. As a result of this ruling expansion, the State of Oklahoma is currently suing the Federal Government. If the McGirt ruling is allowed to extend beyond criminal jurisdiction issues, this could play a role in Oklahoma's Commercial Motor Vehicle Safety Plan and crash reduction efforts.

The McGirt ruling does not abolish or alter the boundaries of the State of Oklahoma. The ruling does not alter the ability of the State to regulate non-Native Americans within tribal boundaries. The Oklahoma Highway Patrol has addressed the criminal jurisdiction issue through a special law enforcement commission for Troopers with the Bureau of Indian Affairs. Oklahoma may have several issues to address in the future depending on how the McGirt ruling is applied outside of criminal jurisdiction. Some of those affected could be:

- 1- Taxation – if the ruling extends to taxation, the State could potentially lose \$72.7 million per year with an additional \$218.1 million immediate loss through refunds to tribal members. The loss in tax revenue would result in a reduced budget for all State agencies including the Department of Public Safety.
- 2- Enforcement / crash reduction efforts within the five tribal boundaries
- 3- Data Exchange of crash reports initiated by Federal or tribal law enforcement officers
- 4- Commercial Driver License issues
- 5- Tribes may enter into agreements to conduct North American Standard roadside inspections
- 6- The possibility of foreign commerce due to transportation in or out of sovereign tribal boundaries

This list is only a few concerns. It is unknown fully what the McGirt ruling, or any consequences of the ruling, will have on Oklahoma's Commercial Vehicle Safety Plan. Oklahoma will advise FMCSA with any changes or challenges we discover.

Oklahoma v. Castro-Huerta, No.21-429, 597 US ____ (2022)

In 2015, respondent Victor Manuel Castro-Huerta was charged by the State of Oklahoma for child neglect. Castro-Huerta was convicted in state court and sentenced to 35 years of imprisonment. While Castro-Huerta's state-court appeal was pending, this Court decided *McGirt v. Oklahoma*, 591 U. S. _____. There, the Court held that the Creek Nation's reservation in eastern Oklahoma had never been properly disestablished and therefore remained "Indian country." *Id.*, at _____. In light of *McGirt*, the eastern part of Oklahoma, including Tulsa, is recognized as Indian country. Following this development, Castro-Huerta argued that the Federal Government had exclusive jurisdiction to prosecute him (a non-Indian) for a crime committed against his stepdaughter (a Cherokee Indian) in Tulsa (Indian country), and that the State therefore lacked jurisdiction to prosecute him. The Oklahoma Court of Criminal Appeals agreed and vacated his conviction. This Court granted certiorari to determine the extent of a State's jurisdiction to prosecute crimes committed by non-Indians against Indians in Indian country.

Held: The Federal Government and the State have concurrent jurisdiction to prosecute crimes committed by non-Indians against Indians in Indian country.

This Supreme Court ruling adjusts the original McGirt ruling now allowing States jurisdiction in criminal cases involving Indians if the suspect is a non-Indian.

Stroble v. Oklahoma Tax Commission, TC-120806 (case T-2021-041-S)

This case is now before the Oklahoma Supreme Court, filed by Alicia Stroble, argues that all American Indians living on the affected McGirt reservation areas are now exempt from paying state income tax—even if they live on privately owned land purchased from non-Indian owners. The outcome of this case could create a reduction in taxes collected by the State of Oklahoma, thus creating a deficit of available monies for State Agencies including the Oklahoma Department of Public Safety appropriated funds.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

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	135
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	65
Traffic Enforcement Activities	40
Investigations*	9
Public Education and Awareness	10
Data Collection and Reporting	11
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* 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 2022 - 2024 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2016 - 2020

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 **Number of 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** relate to each other and 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

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			
01/01/2020	12/31/2020	97	114	97
01/01/2019	12/31/2019	113	116	113
01/01/2018	12/31/2018	126	118	126
01/01/2017	12/31/2017	128	107	128
01/01/2016	12/31/2016	120	107	120

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			
01/01/2020	12/31/2020	1	0	1
01/01/2019	12/31/2019	2	0	2
01/01/2018	12/31/2018	3	0	3
01/01/2017	12/31/2017	6	0	6
01/01/2016	12/31/2016	1	0	1

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			
01/01/2020	12/31/2020	2	3	2
01/01/2019	12/31/2019	1	3	1
01/01/2018	12/31/2018	1	3	1
01/01/2017	12/31/2017	2	8	2
01/01/2016	12/31/2016	4	8	4

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

Data Source: MCMIS data snapshot as of 05/28/2021 utilizing the eCVSP toolkit on 06/14/2021. HM crash data source obtained through A&I crash statistics, HM report, MCMIS data snapshot as of 06/25/2021 on 07/22/2021.

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. It should be noted, the Oklahoma Highway Safety Office (OHSO), along with DPS, is working on a new crash investigation system that will replace the PARIS system. The new crash system is anticipated to be available to all Oklahoma law enforcement agencies. The new system will help with crash data discrepancies and provide better crash analysis for Oklahoma. The transition will occur during the FFY 2022 through FFY 2024 period.

Narrative Overview for FY 2022 - 2024**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.

Update for FY 2024

Update crash reporting system

In FFY 2019, Oklahoma began a reduction goal of 2% per year. The goal for the FFY 2022-2024 eCVSP will continue with the 2% per year reduction in large truck and bus crashes. The baseline utilized will be CY 2019 collision data. CY 2020, while more current, will not be used due to COVID-19 anomalies that occurred during this period.

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 have created a strain on the department's ability to devote the appropriate amount of Troopers to Troop S and field traffic Troops. While the overall number of Troopers is down, our mission to reduce all collisions will not change.

Except for 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 increasing from CY 2016 to CY 2018, then decreasing in CY 2019 and CY 2020. 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. Several other agencies within Oklahoma 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. It should be noted OHSO, along with DPS, is working on a new crash investigation system that will replace the PARIS system. The new crash system is anticipated to be available to all Oklahoma law enforcement agencies. The system will be able to provide realtime, or near realtime access to crash data. This will allow Troop S to determine high crash corridors. The transition will occur during the FFY 2022 through FFY 2024 period.

PARIS data, or any other crash investigation program, will be monitored and analyzed by Troop S to develop 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-CMV's occur).

The State of Oklahoma working to implement the Oklahoma Collision Electronic Records System (OCERS), a new statewide crash report system. The OHP began using this system July 1, 2023, a slow rollout to a few other agencies will begin in the near future. Once the system is fully functional, all crash reporting agencies in Oklahoma will be required to use the OCERS system. OHP has found several data collection and reporting issues with the current system. Oklahoma is working with the vendor to address and fix the issues. FMCSA is aware of the issues Oklahoma is having with the crash reporting system and crash data. DPS will provide regular updates on the OCERS system and crash data issues to FMCSA Oklahoma Division Office.

Enter the data source and capture date:

Data Source: MCMIS data snapshot as of 05/28/2021 utilizing the eCVSP toolkit on 06/14/2021.

Projected Goal for FY 2022 - 2024:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2022	2
2023	2
2024	2

Update for FY 2024 Update crash reduction goal 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 2024. Collision numbers from CY 2019 will be the baseline for this goal. During CY 2019 Oklahoma had 3,735 collisions and 113 fatal collisions involving large trucks and passenger carriers. Our goal is to reduce collisions involving large trucks and passenger carriers by 75 collisions each year with a total reduction of 224 collisions at the end of FFY 2024 and reduce fatal crashes by 2 each year with a total reduction of 6 fatal collisions at the end of FFY 2024. In an effort to support USDOT SP and NRSS, Oklahoma will work towards a 15% reduction in the number of serious CMV crashes, especially those in and around work zones. Oklahoma recognizes work zone collisions play a significant role in these collisions due to existing and future road construction projects throughout Oklahoma.

Program Activities for FY 2022 - 2024: 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.

FY 2023 Updates - Additional FTE MCSAP Data Analyst

Update for FY 2024- update our crash reduction goal and efforts, supporting USDOT SP and NRSS. Update FTE MCSAP Data Analyst information to support USDOT SP and NRSS.

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 to be observed.

Part-time Troopers conduct mobile enforcement activities focusing on driver behavior and traffic enforcement issues. Troopers assigned to these programs conduct inspections of Levels 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 its collision reduction goals. Oklahoma recognized a high CMV crash occurrence on our Turnpike systems, mainly consisting of Interstate Highways, due to a high level CMV traffic. In an attempt to help reduce CMV crashes, beginning in July 2021, the OHP created the TCVTEP, a part-time position within Troop S. TCVTEP currently has 4 PTEs assigned to the Turnpike system, in addition to the 3 Troop S FTEs assigned to the Turnpike system. TCVTEP PTEs are assigned to the Turnpike chain-of-command, focusing on CMV enforcement but still have non-CMV traffic enforcement/response duties. If this program is successful, additional PTEs will be added.

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.

In FFY 2021, Troop S developed the "Troop S Strategic Enforcement Plan" (TSSEP) due to Oklahoma being in the Top 10 States for CMV-involved work zone crashes. The goals of TSSEP are to reduce the number of CMV-involved crashes in or near work zones through mobile enforcement, special emphasis, premium pay projects, and educational & outreach programs. Troop S will continue to utilize the TSSEP from FFY 2022 through FFY 2024 to reduce crashes. The complete TSSEP is attached to this eCVSP for review.

As of 08/01/2022, Troop S added a MCSAP Data Analyst (FTE) who will research inspection and CMV crash data to assist with crash reduction activities. This FTE will help determine where CMV crashes are occurring in large numbers to help Troop S leadership to direct inspection and enforcement activities helping reduce future CMV crashes. Troop S will review the collision statistics and patterns using PARIS, or any other crash investigation program, and any other available data every quarter for potential deployment options. The other data sources include, but not limited to, monthly crash stat analysis reports from OHSO, current ODOT active work zone maps, and ODOT projected work zone maps. This position helps illustrate the efforts Troop S is making to support USDOT SP. Through analysis of crash data, the FTE will be able to provide objective, reliable, and timely information to Troop S Command Staff in an effort to develop crash reduction strategies and directing enforcement to high crash areas. Troop S will offer premium pay shifts each month with a specific enforcement focus to target risk factors, crash corridors, non-CMV drivers, and more.

Oklahoma is working hard to reduce CMV related crashes throughout our state. There are multiple efforts, above the normal routine patrol, in progress to reduce crashes in or near work zones. The first effort from Troop S is through special emphasis and premium pay shifts with NAS certified Troopers focusing on driver behaviors in and around work zones. The special emphasis and premium pay shifts typically require NAS certified Troopers to work within 10 miles of an active work zone and focus on traffic enforcement violations. Another effort being made is OHP now requires CMV probable cause traffic enforcement contacts under Chief's Directive #2022-03 for both NAS certified and non-certified Troopers. Although the Directive requires all Troopers to make CMV traffic enforcement stops, the goal of the Directive is to reduce crashes. The Directive was implemented to ensure all Troopers are conducting CMV probable cause traffic enforcement as part of our crash reduction efforts. In the past, many NAS non-certified Troopers have shied away from CMV traffic enforcement due to lack of knowledge and understanding to CMV regulations. OHP has provided CMV traffic enforcement training on the proper enforcement actions to take during a contact as a non-certified NAS inspector. Finally, OHP contracts with the Oklahoma Department of Transportation and other work construction companies to provide overtime shifts to Troopers to work major highway construction projects. While these overtime shifts are not paid through MCSAP funds or a MCSAP eligible activity, it is another effort Oklahoma is taking to reduce crashes in work zones. These overtime shifts provide at least 1, sometimes more, Trooper in a marked unit displaying emergency lights near an area where workers are present to alert drivers and change driver behavior.

In an effort to support USDOT SP and NRSS, Oklahoma will work towards a 15% reduction in the number of serious CMV crashes, especially those in and around work zones. 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 strive towards this goal utilizing our present efforts and enhancing our effort using the Safe System Approach in the NRSS. Our enhancements will address safer people, safer roads, safer vehicles, safer speeds, and post-crash care. To help achieve our crash reduction goal, Troop S will continue current routine enforcement activities as well as utilize special emphasis and premium pay shifts.

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.

Update for FY 2024

DPS will provide regular updated to FMCSA Oklahoma Division Office on the status of the OCERS system and crash data issues.

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, or the appropriate data source, 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

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2022 - 2024. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 2016 - 2020

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	6467	6622	10390	10584	8732
Level 2: Walk-Around	14970	16312	18888	18967	13520
Level 3: Driver-Only	4043	4248	5466	5729	4990
Level 4: Special Inspections	55	119	172	181	154
Level 5: Vehicle-Only	116	90	83	102	68
Level 6: Radioactive Materials	0	1	0	0	0
Total	25651	27392	34999	35563	27464

Narrative Overview for FY 2022 - 2024

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

Oklahoma currently utilizes the InSpect roadside inspection program through Iteris, a third-party vendor.

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.

FY 2022 Updates per BIL funding

Troop S is adding additional FTE personnel in FFY 2022 including a Major devoted to the MCSAP Program, another Captain who will serve as Troop Executive Officer, and additional Lieutenants. Troop S will continue to request additional FTEs and PTEs inspectors (Troopers) to help fill vacancies and increase MCSAP program activities. Troop S is also going to hire additional FTE POE Officers to fill vacancies.

Troop S is purchasing a portable Performance-Based Brake Testing system. This system will be utilized during special emphasis, the Ports of Entry, and other various locations throughout Oklahoma.

FY 2023 Updates

Update year to date inspection numbers

Update Troop S FTE and PTE personnel numbers as of 08/01/2022

Update Human Trafficking initiative

Update for FY 2024

Update year to date inspection numbers

Update TroopS FTE and PTE personnel numbers as of July 1, 2023

Update narrative throughout this section to include USDOT SP and NRSS elements

Add Hazardous Materials enforcement section

Add DACH catch rate percentage

Troop S supports USDOT SP and NRSS by maintaining 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, CMV driver behavior, and unsafe CMVs. 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. According to MCMIS year-to-date FFY 2021 data updated on 05/28/2021, Troop S has conducted 19,713 roadside inspections with a goal of 27,967 inspections. This number is down from where we wanted to be due to the reduction in personnel and COVID-19 restrictions. According to MCMIS year-to-date FFY 2023 updated on 07/14/2023, Troop S has conducted 30,129 roadside inspections with a goal of 27,462. Oklahoma is already exceeding our projected roadside inspection goal for FFY 2023. In support of NRSS, Oklahoma has increased our overall CMV inspection goal and our CMV traffic enforcement goal for FFY 2024.

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 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. Quality inspections is imperative for identifying unsafe drivers, identifying unsafe CMVs, and data collection to identify unsafe carriers. All inspections, regardless of the level, allow FMCSA to properly assess a carrier's safety management controls using data-driven and performance based methodology.

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. Troop S believes this approach is within the spirit of the Level 3 percentage requirement. In FFY 2019, Troop S conducted 35,563 driver / vehicle inspections with 8,866 inspections based on traffic enforcement. This equals 24.9% of all inspection levels. In FFY 2020, Troop S conducted 27,464 roadside inspections with 5,507 based on traffic enforcement. This equals 20% of all inspection levels being traffic enforcement inspections. Troop S believes the reduction in percentages from previous years is due to COVID-19 exemptions and safety precautions taken.

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 roadside inspector FTEs typically select CMVs for roadside inspections based on observation and technology. Visual observations of traffic violations, equipment violations, and the use of radar or lidar play a primary role in inspection selection. FTEs also utilize carrier safety data obtained through mobile computer systems for inspection selection when the opportunity allows. In some instance, although not preferred, roadside inspections may be conducted based on random selection. The level of inspection conducted is based on the primary reason for inspection selection, carrier/driver safety history, and the location.

Troop S personnel and/or assignments are located throughout Oklahoma to address large truck and passenger carrier collisions. Troop S divides Oklahoma into five geographical sectors to ensure proper coverage of the state. The sectors and number of personnel currently assigned are as follows:

ROADSIDE INSPECTION PROGRAM*

Northeast- 1 Lieutenant with 9 FTE inspectors (Troopers)

Northwest- 1 Lieutenant with 8 FTE inspectors (Troopers)

Southwest- 1 Lieutenant with 9 FTE inspectors (Troopers)

Southeast- 1 Lieutenant with 9 FTE inspectors (Troopers)

Central- 1 Lieutenant with 8 FTE inspectors (Troopers)

Port of Entry (POE) - 1 OHP Lieutenant with 3 FTE POE Supervisors and 16 FTE inspectors (non-Trooper LEOs and civilians).

Turnpike Commercial Vehicle Traffic Enforcement Program (TCVTEP), Commercial Vehicle Traffic Enforcement Program (CVTEP), Traffic Trooper Enforcement Program (TTEP) - 40 PTE inspectors (Troopers) supervised by a Troop S FTE Lieutenant.

*The FTE positions fluctuate throughout the grant period based on transfers in and out of Troop S, retirements, and promotions.

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, but enhance our CMV enforcement program. All inspectors, except for those assigned to a fixed site, conduct mobile enforcement and perform both inspection and traffic enforcement activities.

New Entrant Safety Audit Program (all FTEs)

1 New Entrant Program Manager, 5 civilian Safety Auditors, and 1 Trooper.

Compliance Review / Investigation Program (all FTEs)

2 Troopers supervised by a Lieutenant

All personnel involved in the New Entrant Program and Compliance Investigation Program are FTEs 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 PTE Major serving as the OHP Command Staff Zone Commander over Troop S

1 FTE Captain serving as MCSAP Coordinator / Troop Commander

1 FTE Captain serving as Troop Executive Officer. (Captain position is currently vacant with a Troop S FTE Lieutenant serving as the Executive Officer until a promotion is made)

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.

Human Trafficking and Drug Interdiction

Oklahoma has partnered with Truckers Against Trafficking (TAT) to provide human trafficking training to all OHP Troopers and Communications Officers. This TAT training is in person and virtual / web based with regular human trafficking refresher training. Oklahoma is certified as an Iowa Motor Vehicle Enforcement Model - TAT agency. Troop S Troopers have distributed TAT materials to all weigh stations, ports of entry, truck stops, and bus terminals in Oklahoma. Troop S has added the TAT website and contact/reporting information to the roadside inspection report to raise awareness, provide resource information, and reporting information on human trafficking & human smuggling. Troop S takes human trafficking seriously and is always watching for indicators or trafficking and/or smuggling during roadside inspections and throughout their daily activities. Troop S FTEs also provide TAT information during safety talks when appropriate.

All Troopers, NAS certified and non-NAS certified, are trained in drug interdiction enforcement during their Patrol School and refresher training throughout their employment. Troop S works with Troop SO, criminal (drug) interdiction unit, throughout the year and during special emphasis. There are a few NAS certified inspectors assigned to Troop SO and we are anticipating adding additional NAS certified inspectors throughout this performance period. Troop S is committed to helping eradicate illegal drugs being transported using CMVs. As part of our commitment, Troop S hosted a CMV drug interdiction school through FMCSA's DIAP program during FFY 2023. Troop S FTEs and all POE FTEs attended this course. Troop S anticipates hosting additional DIAP courses in the future to train additional Troop S FTEs. Troop S also anticipates providing drug interdiction refresher courses in the future to enhance our FTEs knowledge and current trends.

Hazardous Materials Enforcement and Inspections

Troop S has taken great strides over the past few years to enhance our HM program. While, according to FMCSA, there has been a downward trend in HM inspections nationally, Troop S is in an upward trend. In FFY 2019, Troop S conducted a total of 2,852 HM inspections. In the first 3 quarters of FFY 2023, Troop S has conducted 3,031 HM inspections. This trend is attributed to having 3 FTEs NTC/CVSA certified HM instructors. These instructors have taken the initiative to help better educate our FTEs and PTEs on HM inspections and issues. Over the past couple of years, Troop S has offered and continues to offer NTC/CVSA HM certification courses along with annual refresher courses. Troop S also utilizes CVSA online training courses to help educate our FTEs and PTEs on HM as well as other inspection topics. The education opportunities offered through our instructors and through CVSA has helped not only educate our personnel but also ease anxiety that typically is associated with HM. Troop S will continue to offer NTC/CVSA HM certification courses and refresher courses throughout the year.

Troop S encourages FTEs and PTEs to conduct HM inspections especially in high crash corridors, areas with high HM incidents, or when unsafe driving behaviors are observed. Throughout the performance period, Troop S will conduct several HM special emphasis to focus on safe transportation of HM. Inspectors have received training on looking for undeclared HM during all CMV contacts and provided CVSA Inspection Bulletin 2020-03 Identifying Undeclared Hazardous Materials Shipments, explaining the documents to gather and forward to FMCSA.UndeclaredHM@dot.gov .

HM New Entrant Safety Audits - While all Safety Investigators can, and do, conduct safety audits on HM carriers, Oklahoma's New Entrant Program has an HM specialist. The New Entrant HM specialist is assigned most of HM placard motor carriers and assigned all complex HM New Entrant motor carriers requiring a Safety Audit. The HM specialist is a huge asset not only to our New Entrant Program, but also ensuring the transportation system is safe for all users. The HM specialist's knowledge, training, and experience in HM and as a previous Compliance Investigator, helps ensure the New Entrant motor carrier is operating safely and in compliance.

HM Compliance Investigations - Troop S Compliance Investigators conduct interstate HM compliance investigations when assigned by the FMCSA Oklahoma Division Office. Troop S will assign intrastate HM compliance investigations when the needed. Troop S would consider sending their compliance investigators to cargo tank facility review (CTFR) course when all prerequisite courses and the CTFR courses are made available.

Performance-Based Brake Test system

Troop S has purchased a portable Performance-Based Brake Testing system using FY 2022 BIL funding. Anticipated delivery for this system is sometime in the Summer of 2023. This system will be used during special emphasis, the Ports of Entry locations, and various locations throughout the performance period. The system will help reduce CMV crashes by identifying CMV braking systems that are not working correctly and remove the CMV from service.

KAPSCH Trailer

In partnership with the Oklahoma Department of Transportation (ODOT), ODOT has purchased 1 KAPSCH enforcement trailer with plans for additional trailers in the future. The KAPSCH enforcement trailer is a self-contained trailer equipped with a generator for power, data collection technology that includes a license plate reader & USDOT reader cameras and can connect to traffic counters & weigh-in-motion sensors already installed on the highway system. The trailer can operate and collect data without a person physically present. The data gathered and analyzed helps determine when CMV traffic increases and the date, times, and frequency of motor carriers operating with high safety scores. This data will assist Troop S with the ability to deploy saturation enforcement to reduce crashes. The trailer can transmit data to Troopers using the trailer as an electronic screening inspection selection method. Troop S currently has several Troopers trained in deploying the trailer.

President Biden's Executive Order 13985 Advancing Racial Equity and Support for Underserved Communities.

Troop S has adopted and abides by CVSA Operational Policy 13 - Selecting Vehicles for Inspection. Troop S is currently working on a written Troop Policy to incorporate Ops Policy 13 and Title VI requirements in one point of reference for all inspectors when selecting vehicles for inspection to ensure equitable and unbiased inspections and enforcement. The Troop S written policy will be submitted with the Title VI assessment. It should be noted that during FFY 2021, all Troopers and POE inspectors were required to attend Racial Intelligence Training & Engagement (RITE) training. This course is a nationally recognized course on racial equity, bias free communities, and promoting zero-tolerance for unprofessional behavior.

Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative.

With the exception of Oklahoma and Tulsa Counties, the majority of Oklahoma is comprised of rural roads, by FMCSA definition. Troop S supports this initiative through partnerships with stakeholders including the Oklahoma Department of Transportation (ODOT), and County Commissioners. Troop S is in constant communication with ODOT officials to help identify, analyze data, and track transportation & infrastructure issues.

Enforcement of Out of Service Orders

Troop S utilizes the InSpec inspection reporting system (third party vendor) which has drastically improved our ability to catch and enforce motor carriers that are operating under a Federal Out of Service order. Prior to purchasing InSpec, our OOS catch rate was below 85% and since Troop S has moved to the InSpec our catch rate is 100%. The benefit of this system is it checks the carrier's profile in real time, giving the inspector up to date information regarding the carriers status and provides pertinent safety data through CVIEW.

Enforcement of Drug and Alcohol Clearinghouse

Troop S requires all inspectors to check each driver through CDLIS during the inspection. Troop S utilizes the InSpec inspection reporting system (third party vendor) which allows the inspector to check CDLIS through the InSpec system and import CDLIS data into the inspection. The InSpec program saves the information imported from CDLIS allowing supervisors to verify, if needed, CDLIS is being checked during the inspection. Shortly after the DACH was implemented, Troop S discovered an issue with InSpec not importing CDLIS information regarding "prohibited" drivers. Iteris, vendor responsible for the InSpec program was contacted and made aware of the issue. Until the issue was fixed, Troop S required inspectors to use the CDLIS website to determine prohibited driving status. This issue was fixed in August 2021. InSpec now alerts the inspector of the prohibited status when indicated. As of April 1, 2023, FMCSA data indicates Oklahoma's DACH driver catch rate is 137%.

Electronic Logging Devices (ELD)

All inspectors are required to verify ELDs, when applicable, through the use of the eRODS program. All inspectors are provided with the eRODS program and have been properly trained in the use of eRODS and ELD requirements. The preferred telematics method is transfer utilizing webservice. The "local" transfer method is utilized is Bluetooth.

Projected Goals for FY 2022 - 2024**Instructions for Projected Goals:**

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2022 - 2024. For FY 2024, 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: 124

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9000	700	0	9700	29.61%
Level 2: Walk-Around	9000	2000	0	11000	33.58%
Level 3: Driver-Only	12000	0	0	12000	36.63%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	60	60	0.18%
Level 6: Radioactive Materials	0	2	0	2	0.01%
Sub-Total Lead Agency	30000	2702	60	32762	

MCSAP subrecipient agency

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

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	0	0	0	0	

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 2024:	

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: OKLAHOMA DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 124					
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	9000	700	0	9700	29.61%
Level 2: Walk-Around	9000	2000	0	11000	33.58%
Level 3: Driver-Only	12000	0	0	12000	36.63%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	60	60	0.18%
Level 6: Radioactive Materials	0	2	0	2	0.01%
Total MCSAP Lead Agency & Subrecipients	30000	2702	60	32762	

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.

FY 2023 Updates Update to inspection percentages with current FY 2022 Level 1 & 3 inspections are above MCSAP Comprehensive Policy recommendations. Update for FY 2024 Update inspection goals for FY 2024, increase HM inspections in support of USDOT SP and NRSS Troop S's goal is to increase the total number of inspections initiated by traffic enforcement stops, helping to change driver behavior and reducing the number of large truck and passenger carrier-involved collisions statewide. Troop S allows all Levels of inspections focusing on the appropriate inspection level based on observations of driver behavior and CMV violations. Our focus is to ensure driver behavior & qualifications are consistent with State Law & FMCSRs, as well as verifying CMV equipment is safe to operate on public roadways. In FFY 2021, Troop S conducted 32,609 driver / vehicle inspections with 6,406 inspections based on traffic enforcement. Our traffic enforcement inspections equal 20% of all inspection levels. In FFY 2023, as of 07/14/2023, Troop S has conducted 30,067 driver/vehicle inspections with 7,564 based on traffic enforcement. This equals 25% of all inspection levels with traffic enforcement violations. FFY 2021 Level 1 inspections were 32% and Level 3 inspections were 25% of all our inspections. Our Level 3 inspections were below the Policy's encouragement of 33%. Oklahoma has worked on increasing this number in FFY 2023. As of 07/14/2023, Oklahoma has increased the Level 3 inspections which are currently 41% of all inspections with 29% of all inspections were Level 1. As part of USDOT SP and NRSS, Troop S is committed to targeting driver behavior issues to reduce crashes and make our roadways safer for all users.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2023 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	27500	0	0	27500
Enter total number of certified personnel	110	0	0	110
Projected Goals for FY 2024 Roadside Inspections				
Enter total number of projected inspections	27500	0	0	27500
Enter total number of certified personnel	110	0	0	110

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ 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 2016 - 2020

Investigative Types - Interstate	2016	2017	2018	2019	2020
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	2	0	0	0	0
CSA Off-Site	0	0	0	3	11
CSA On-Site Focused/Focused CR	29	38	25	9	18
CSA On-Site Comprehensive	19	28	41	16	12
Total Investigations	50	66	66	28	41
Total Security Contact Reviews	1	0	0	0	1
Total Terminal Investigations	1	2	3	3	7

Investigative Types - Intrastate	2016	2017	2018	2019	2020
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)	1				
CSA Off-Site					
CSA On-Site Focused/Focused CR	1	3	6	1	
CSA On-Site Comprehensive		1		6	5
Total Investigations	2	4	6	7	5
Total Security Contact Reviews					
Total Terminal Investigations		5		2	

Narrative Overview for FY 2022 - 2024**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 2022 - 2024

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2022 - 2024.

Projected Goals for FY 2022 - 2024 - Investigations						
Investigation Type	FY 2022		FY 2023		FY 2024	
	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	24	0	24	0	8	0
CSA On-Site Comprehensive	16	2	16	2	10	2
Total Investigations	40	2	40	2	18	2
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.

Update for FY 2024 Update FTEs and investigation goals Currently (July 20, 2023), Oklahoma has 1 Trooper certified in Compliance Investigations and 1 Trooper in field training working towards Compliance Investigation certification. Over the years, our number of FTEs in the Compliance Investigation Program have fluctuated for various reasons. Most past FTEs have retired, some FTEs requesting other assignments, and some FTEs removed from the program that were not right for this program. Oklahoma is committed to having a quality Compliance Investigation Program with the right FTE personnel who meet the high standards we have set for those FTEs. Oklahoma appreciates FMCSA's challenge to States to increase the number of interstate carrier investigations by 20 percent and expand the number of FTEs conducting investigations. However, based on our current FTEs certified or working towards certification, our goal is less than previous years. Oklahoma is setting a goal of 20 Compliance Investigations for FFY 2024 which is more realistic and obtainable. In FFY 2022, Oklahoma hosted a Investigative Safety Analysis course (Compliance Investigation) with the intent to increase the number of FTEs. Unfortunately, even though we had several Troopers successfully complete the class, we lacked the certified personnel to properly conduct field training and meet the certification requirements found within FMCSA policy MC-SE-2022-002. Oklahoma had originally scheduled the course earlier with field training arrangements in place at that time. However, that course was cancelled by NTC due to not being able to secure instructors. Once the course was re-scheduled, the field training issues developed. It should be noted, FMCSA Oklahoma Division usually assists with training our investigators but had hired 2 new SIs that required training at the same time and could not assist. Oklahoma is committed to expanding our program and intends to add personnel in the future. Based on our field training difficulties, this is a slow process to train / coach quality investigators. FY 2023 Updates Update FTEs assigned and future FTEs Currently (FFY 2023), Oklahoma has 2 Troopers, dedicated FTEs, conducting Compliance Investigations. Oklahoma hosted a Investigative Safety Analysis course and is working with FMCSA to train additional FTEs to increase our efforts in Investigations. Activities may vary each FFY due to FTE numbers fluctuating within the Compliance Investigation Program.

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

FY 2023 Updates

Increasing FTEs in the Investigation Program.

Update for FY 2024

Update current FTEs and Program updates

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. 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. The FTEs, being State Troopers, require they work law enforcement activities in addition to the conducting Compliance Investigations reducing the number of investigations they can do when compared to FMCSA's SIs. These activities included assigned to an on-call rotation and non-MCSAP related activities such as responding to criminal and civil emergencies.

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 per FMCSA or Troop S policy. During FFY 2024, our FTEs will conduct Compliance Investigations on interstate HM carriers when assigned by FMCSA Division Office, and intrastate HM carriers when needed. Compliance Investigators are also cross-trained in New Entrant Safety Audits and, on occasion, conduct Safety Audits if needed, based on logistics or assistance with carrier's coming to there due date.

All Compliance Investigators attend quarterly meetings with our FMCSA partners at various locations throughout 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 FMCSAs Southern Service Center.

As of July 20, 2023, Oklahoma's Compliance Investigation program has 1 FTE Trooper certified to conduct Compliance Investigations. The certified FTE is currently training an additional FTE Trooper in Compliance Investigations. Once the field training is complete, Oklahoma will have 2 FTE Troopers certified in the Compliance Investigation Program. Oklahoma hosted an Investigative Safety Analysis course in FFY 2022 with the intent to add additional FTEs to this program in FFY 2023. Over the years, our number of FTEs in the Compliance Investigation Program have fluctuated for various reasons. Most past FTEs have retired, some FTEs requesting other assignments, and some FTEs removed from the program that were not right for our program. Oklahoma is committed to having a quality Compliance Investigation Program with the right FTE personnel who meet the high standards we have set for those within the program.

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 2022 through FFY 2024.

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. The target goal is 18 Interstate and 2 Intrastate 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

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by 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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

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		
10/01/2019	09/30/2020	5507	6214
10/01/2018	09/30/2019	8866	10041
10/01/2017	09/30/2018	10083	11426
10/01/2016	09/30/2017	7393	8334
10/01/2015	09/30/2016	7161	7552

☐ 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		
10/01/2019	09/30/2020	9736	9736
10/01/2018	09/30/2019	12530	12530
10/01/2017	09/30/2018	12506	12506
10/01/2016	09/30/2017	11759	11759
10/01/2015	09/30/2016	12205	12205

☐ **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.**

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2019	12/31/2020	419908	419908
01/01/2018	12/31/2019	544253	544253
01/01/2017	12/31/2018	553034	553034
01/01/2016	12/31/2017	599270	599270
01/01/2015	12/31/2016	190206	190206

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 2022 - 2024

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](#).

FY 2023 Updates

Update FTE and PTE personnel numbers

Update for FY 2024

Update FTE and PTE numbers

Increase CMV traffic enforcement with an inspection by 10 percent

Add Oklahoma's commitment and support of the NRSS regarding traffic enforcement

Troop S focuses on CMV traffic enforcement and inspections in order to reduce collisions involving large trucks and passenger carriers. Our MCSAP activities include our FTE and PTE 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. As of 07/020/2023, the number of FTEs involved in MCSAP eligible traffic enforcement activities include all 59 Troopers assigned to Troop S, and approximately 40 Troopers assigned to Troop S on a part time basis. There are approximately 730 Troopers within Oklahoma who enforce both CMV and non-CMV traffic violations. Oklahoma will seek reimbursement for eligible and verified MCSAP activities of both certified FTEs, PTEs and non-certified FTEs when allowed.

The McGirt ruling has created an issue with Oklahoma Highway Patrol citation reporting. Any tribal member issued a traffic citation within the tribal boundaries of the five civilized tribes, must be handwritten. The PARIS system cannot be used since the electronic citation system was designed to transmit the citation directly to the county court clerks and not tribal courts. The Oklahoma Highway Patrol does not have a tracking mechanism in place for handwritten citations. The tracking system for handwritten citations utilized prior to PARIS is obsolete. The reporting numbers will not be accurate until a solution is found. We are anticipating the new electronic citation system replacing PARIS will have this ability. Until then the citation numbers will not be completely accurate.

FFY 2023 Updates based on TRP comments

1- Oklahoma Highway Patrol Chief's Directive #2022-03 to all field Troopers assigned to Troops A-M and turnpikes requiring Troopers to conduct probable cause enforcement action on commercial motor vehicles. The purpose of the Chief's Directive is to establish commercial motor vehicle traffic enforcement guidelines to enhance traffic safety and reduce commercial motor vehicle collisions on all Oklahoma roadways. The Chief's Directive encourages Troopers, who are not NAS certified and less likely to stop CMVs, to conduct enforcement stops of CMVs based on driver behaviors and traffic violations, thus helping to reduce crashes. This directive took full effect in the 4th Quarter of FFY 2022. In the the first 3 quarters of FFY 2022, Oklahoma averaged 2,350 CMV traffic enforcement contacts per quarter. In the 4th quarter of FFY 2022, Oklahoma had 10,790 CMVs traffic enforcement contacts, a tremendous increase that will help to reduce crashes involving CMVs. 2- Oklahoma will be utilizing CMV traffic enforcement contacts with and without a NAS inspection. Oklahoma will use NAS certified Troopers, FTEs & PTEs, to conduct CMV traffic enforcement contacts with an inspection. All Troopers who are not NAS certified, will conduct CMV traffic enforcement activities without an inspection. All Troopers, whether NAS certified or not, are required to conduct CMV traffic enforcement contacts under Chief's Directive #2022-03. All traffic enforcement activities primarily focus on unsafe driver behavior issues to include, but not limited to, speeding, impaired driving, distracted driving, handheld phone use & texting, occupant/driver restraint, and driver fatigue. All drivers who are subject to a CMV inspection, regardless of the reason for the inspection, are checked through CDLIS for DACH violations. During the inspection, the USDOT is verified through CVIEW to ensure the number is active and the carrier is not under a Federal Out of Service order. Both actions, CDLIS and CVIEW, are accessed through Inspect, Oklahoma's NAS roadside inspection program.

Update for FY 2024 - Troop S is placing an emphasis on traffic enforcement during FFY 2024, increasing our CMV traffic enforcement with inspection goal by 10%. Our efforts will not only focus on CMVs but include non-CMV operating unsafely around CMVs. Troop S understands that not all crashes are the result of CMV driver behavior and that all driver behavior should be addressed to keep the transportation system safe for all people. While enforcing traffic and driver behavior, Troop S will pay close attention to speed and distracted driving exhibited by drivers transporting placardable amounts of HM. We will continue to increase traffic enforcement in high crash corridors and work zones in an effort to reduce crashes. Oklahoma is committed to supporting the NRSS Safe System Approach elements of safer people, safer roads, and safer speeds, utilizing traffic enforcement. "Safer people", "safer roads" - all Oklahoma Troopers, no matter their assignment, are committed to making Oklahoma roads safe for all travelers. OHP helps to change driving behavior through mere presence, high visibility traffic patrol, and enforcement. "Safer speeds" - OHP vigorously enforces all traffic offense with a strong emphasis on vehicle speeds. OHP provide targeted education and outreach through safety talks involving schools, civic & government organizations, and any group requesting a safety talk. OHP also utilizes television, radio, and social media accounts on FaceBook, Instagram, Twitter, and YouTube, to promote safer driving and other traffic related issues.

Projected Goals for FY 2022 - 2024

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2022 - 2024. 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.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	6000	6000	6600
<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, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this CVSP from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2024 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2024 Activities	Average 2014/15 Activities
32762	20	383	33165	27974

Describe how the State will report on, measure and 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 5300 of the 6600 inspections related to traffic enforcement inspections. During the FFY 2022 through FFY 2024 period, OHP is transitioning away from PARIS and will implement a new citation & warning system. Once the new system is in place, it will be monitored and tracked in the quarterly Performance Monitoring Reports.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	No
PRISM	Enhanced Participation	No

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: Oklahoma Department of Transportation

Enter the agency name responsible for PRISM in the State: Oklahoma Corporation Commission

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Oklahoma - ITD CVISN Compliant and Enhanced PRISM Participation

Program Activities for FY 2022 - 2024: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

Oklahoma - ITD CVISN Compliant and Enhanced PRISM Participation

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).

All PRISM reports will be submitted in timely manner as required.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

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

Public Education and Outreach Activities	2016	2017	2018	2019	2020
Carrier Safety Talks	111	101	122	131	50
CMV Safety Belt Education and Outreach	6	21	18	17	10
State Trucking Association Meetings	5	6	6	9	1
State-Sponsored Outreach Events	1	0	1	0	0
Local Educational Safety Events	10	3	10	4	6
Teen Safety Events	7	3	2	4	5

Narrative Overview for FY 2022 - 2024

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

FY 2022 Updates per BIL funding

Purchase of a truck-tractor and semitrailer for education & outreach and for traffic enforcement activities.

FY 2023 Updates

Increasing outreach activities to become fully compliant with Truckers Against Trafficking, Iowa Motor Vehicle Enforcement model.

Update for FY 2024

Updated human trafficking & smuggling, and work zone safety outreach.

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, utilizes public service announcements and social media posts on the Oklahoma Highway Patrol social media accounts to promote CMV safety. Troop S is also considering creating a video, working with the Oklahoma Department of Transportation, emphasizing commercial motor vehicle and work zone safety. 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, FMCSA, and Oklahoma Career Tech are partnering to develop a series of six 1-day commercial vehicle safety seminars promoting safety and compliance. The first seminar planned will focus on CMV maintenance and designed for mechanics. Based on the success of these seminars, we anticipate expanding to other specific areas of the FMCSRs to help provide education to the motor carrier industry. Thus creating a safer motor carrier industry and encouraging compliance through education.

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.

Troop S is fully compliant with the Truckers Against Trafficking, Iowa Motor Vehicle Enforcement model. This certification required Oklahoma to conduct outreach and education with trucking and passenger carrier companies as well as truck stops in Oklahoma. Oklahoma continues to conduct safety talks on this issue and provide information and resources to combat human trafficking.

Oklahoma has provided Truckers Against Trafficking (TAT) human trafficking training to all OHP Troopers and Communications Officers. This TAT training was both in person and virtual / web based. Oklahoma also participates in annual refresher training to ensure all personnel are up-to-date on new information and current trends. Troop S Troopers have distributed TAT materials to all weigh stations, ports of entry, truck stops, and bus terminals in Oklahoma. The TAT materials help to educate and bring awareness to the general public on human trafficking and provides information on how to report suspected activities. Troop S has added Truckers Against Trafficking contact and website information to all roadside inspection reports. This provides drivers with the information to report suspicious activities, helping bring awareness to trafficking & smuggling issues.

Human Trafficking and work zone safety / crash reduction are topics discussed during public outreach activities and motor carrier safety talks. Oklahoma also uses social media posts on Facebook, Instagram, Twitter, and YouTube to help provide public education and outreach on these issues. Troop S partners with the Oklahoma Department of Transportation and the Oklahoma Highway Safety Office throughout the year on various work zone and safe driving campaigns.

Troop S is considering the purchase of a truck-tractor and semitrailer to assist with outreach and education. The combination will be multiuse in that Troop S will use the combination to assist with traffic enforcement activities, educational activities assisting with NAS Part B training tool, and wrapped for various education programs regarding CMV related emphasis and safety programs.

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 2022 - 2024

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 2022	FY 2023	FY 2024
<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)

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Poor	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: Oklahoma Highway Patrol

Enter the agency or agencies name responsible for DataQs: Oklahoma Highway Patrol

Enter the agency name responsible for the Crash Data Repository: Oklahoma Department of Public Safety

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 2022 - 2024.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2022	Goal for FY 2023	Goal for FY 2024
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Poor	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	Red 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 July 28, 2023, generated from A&I on August 15, 2023.

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

"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. Crash Timeliness is currently "fair". There are several reasons why this happens. The main reason is DPS is the crash repository for ALL crashes. All agencies are required to submit their crash investigation reports promptly but there is not an enforcement element or penalty for those agencies who are slow to submit. COVID-19 may also have played a role in the submission of crash reports due to agencies limiting non-essential personnel activities to include records divisions. The second reason this rating slipped was due to turnover within the DPS records management department. The reduced staff level created a backlog of crash reports not being entered on time. The Oklahoma Highway Safety Office (OHSO), along with DPS, is working on a new crash investigation system that will replace the PARIS system. The new crash system is anticipated to be available to all Oklahoma law enforcement agencies. The new system will improve the Crash Timeliness issues. The transition will occur during the FFY 2022 through FFY 2024 period.

FY 2023 Update

Troop S has taken some small steps to help get CMV crashes into the system as the State continues to struggle through the elimination of our Mainframe system. Our SafetyNet admin is working with the Major over our current crash reporting system to have those electronically reported crashes emailed to her manually every Friday. She then enters those crashes manually into SafetyNet and uploads to MCMIS. This makes up for about 80% of the crashes reported in the state. In our new system, D360, the electronic collisions seem to be coming through the validator with about a 20% error rate, which is the same as before with Mainframe. To date there have been approximately 4000 out of 16,000 records processed successfully. The project coordinator for the implementation said she would be in touch with us when they start pushing them to Troop S electronically as before.

When it comes to collision reports that have to be manually entered the vendor tried running the manually entered crashes through the validator and it was erroring out about 95% of the time. The crash module in D360 was never built with validation checks when someone entered the information. Troop S was aware of this after participating in a short training/demo a couple months back; however, the IT support group did not know this. No validation checks is causing the numerous errors. The IT group told Records Management to halt entering for now until they can correct the system to have validation checks and retrain personnel on entering. No ETA on when that's expected to be done.

As of November 1, 2022, Oklahoma's crash data repository transferred from the Department of Public Safety to the new Service Oklahoma agency.

Update for FY 2024

In 2020 Oklahoma conducted a National Highway Traffic Safety Administration Traffic Record Assessment which is a comprehensive approach for assessing the systems and processes that govern the collection, management, and analysis of traffic records data. During this assessment it was identified that several areas of the Oklahoma Traffic Records System did not meet or partially met advisory ideals. The Commissioner of Public Safety prioritized the need to update the State Crash Collection System which includes reporting to the Federal Motor Carrier Safety Administration (FMCSA) through SAFETYNET. The crash collection system that Oklahoma was using, while functional, was not providing accurate, timely, or corrected data at an acceptable level.

In October of 2020, the Department of Public Safety received a \$1.5M grant to replace the State's current crash collection system. The initial project was to be completed on June 30, 2022. Starting in June of 2021 the agency selected to develop the system conducted multiple Joint Application Development (JAD) Sessions to involve all end user users in the development of the application through collaborative workshops.

Development of the Oklahoma Crash Electronic Reporting System (OCERS) was on pace to be completed by the original date. In January 2022 the decision was made to shut down the central data repository (Main Frame) that was being used to process and store all crash reports submitted electronically and manually. The original intent was that the Main Frame would remain operational until OCERS was completed and integrated into the new enterprise solution for data called D360. When the main frame was shut down not all the functions and processes that were performed by the main frame transferred to D360. At the time (January 2022) all crash data was inaccessible and is still not fully accessible as of August 2023.

In July of 2022 the Records Division moved from the Oklahoma Department of Public Safety to Service Oklahoma. At that time paper crash reports were no longer being processed for reporting purposes. Electronic reports were still being input into D360 but the data could not be accessed or used for any reporting purposes. In July of 2022 the Department of Public Safety invested an additional \$250,000 to contract with an outside provider to assist the Oklahoma Management and Enterprise Services which is the government agency that manages and supports the basic functioning of the government in Oklahoma to include Information Services. There have been approximately 35,000 electronically submitted crash reports located in D360 and those crash reports are scheduled to be electronically transferred into OCERS which will make them available for review and those reports identified as FMCSA reportable will be made available to SAFETYNET with a target date of September 01, 2023. There are approximately 30-35,000 manually entered crash reports that are being processed through Optical Character Recognition (OCR) into an enterprise content management and process management suite called OnBase. This process is currently ongoing with a target completion date of October 2023. At that time, those files will be electronically processed into OCERS and will be available for review and submission to SAFETYNET.

Program Activities FY 2022 - 2024: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

Oklahoma has one dedicated administrative FTE (MCSAP data research analyst) whose primary role is to monitor the data quality measures which includes identifying issues when/if the measures show a downtrend, taking corrective action when necessary on inspection and crash data, and partnering with the Records Management division of the agency regarding timeliness issues. The MCSAP Data Research Analyst serves on the Information Systems Committee and Crash Data and Investigation Standards Committee at CVSA, attends the CVSA/FMCSA Data Quality Trainings, and maintains close working relationships with our State Data Quality Specialist with FMCSA. This FTE answers to the Administrative Program Officer IV and reports problems that may require a high degree of intervention. Whenever our ratings or leading indicator shows anything other than "good", Troop S will attempt to identify the reason and correct it.

FY 2023 Update

Troop S has taken some small steps to help get CMV crashes into the system as the State continues to struggle through the elimination of our Mainframe system. Our SafetyNet admin is working with the Major over our current crash reporting system to have those electronically reported crashes emailed to her manually every Friday. She then enters those crashes manually into SafetyNet and uploads to MCMIS. This makes up for about 80% of the crashes reported in the state. In our new system, D360, the electronic collisions seem to be coming through the validator with about a 20% error rate, which is the same as before with Mainframe. To date there have been approximately 4000 out of 16,000 records processed successfully. The project coordinator for the implementation said she would be in touch with us when they start pushing them to Troop S electronically as before.

When it comes to collision reports that have to be manually entered the vendor tried running the manually entered crashes through the validator and it was erroring out about 95% of the time. The crash module in D360 was never built with validation checks when someone entered the information. Troop S was aware of this after participating in a short training/demo a couple months back; however, the IT support group did not know this. No validation checks is causing the numerous errors. The IT group told Records Management to halt entering for now until they can correct the system to have validation checks and retrain personnel on entering. No ETA on when that's expected to be done.

As of November 1, 2022, Oklahoma's crash data repository transferred from the Department of Public Safety to a newly established state agency, Service Oklahoma. Prior to the repository transfer, DPS attempted an IT modernization project that resulted in major issues and setbacks. This has effected Oklahoma's data quality with crash reporting. While most of our measures are "good", we are currently "fair" in crash timeliness anticipating this to continue to decline until a solution is found to address the upload issues. DPS and Service Oklahoma are working with our vendor and David Hetzel (FMCSA contractor) to resolve the issues as soon as possible. This is a top priority with a resolution anticipated as soon as possible hopefully no longer than 6 months at the latest. Once a resolution is implemented, it will take some time to recover back to "good" in crash timeliness but will be maintained in the future.

Update for FY 2024

In January 2022 the decision was made to shut down the central data repository (Main Frame) that was being used to process and store all crash reports submitted electronically and manually. The original intent was that the Main Frame would remain operational until OCERS was completed and integrated into the new enterprise solution for data called D360. When the main frame was shut down not all the functions and processes that were performed by the main frame transferred to D360. At the time (January 2022) all crash data was inaccessible and is still not fully accessible as of August 2023.

In July of 2022 the Records Division moved from the Oklahoma Department of Public Safety to Service Oklahoma. At that time paper crash reports were no longer being processed for reporting purposes. Electronic reports were still being input into D360 but the data could not be accessed or used for any reporting purposes. In July of 2022 the Department of Public Safety invested an additional \$250,000 to contract with an outside provider to assist the Oklahoma Management and Enterprise Services which is the government agency that manages and supports the basic functioning of the government in Oklahoma to include Information Services. There have been approximately 35,000 electronically submitted crash reports located in D360 and those crash reports are scheduled to be electronically transferred into OCERS which will make them available for review and those reports identified as FMCSA reportable will be made available to SAFETYNET with a target date of September 01, 2023. There are approximately 30-35,000 manually entered crash reports that are being processed through Optical Character Recognition (OCR) into an enterprise content management and process management suite called OnBase. This process is currently ongoing with a target completion date of October 2023. At that time, those files will be electronically processed into OCERS and will be available for review and submission to SAFETYNET.

OCERS is now being fielded to multiple agencies within Oklahoma. The Oklahoma Highway Patrol has fully transitioned to OCERS, Tulsa Police Department, Oklahoma City Police Department, Oklahoma County Sheriff's Office are all in various

stages of fielding OCERS. These agencies work the majority of all CMV related crashes in the State and we expect all those agencies to have fully transitioned to OCERS by October 2023.

Oklahoma has made significant progress and dedicated sufficient resources to be compliant with the following regulations. There have been many delays throughout the process, but the effort and intention has always been to provide the most accurate, complete, timely and corrected data that is possible. Oklahoma will have accomplished that when OCERS is completely fielded, and the latent crash reports have been processed into OCERS. The estimated date for the latent reports to be available for submission into SAFETYNET is October 2023.

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance 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 through A&I. If any category starts to decline or has a rating other than "good", Troop S will determine the cause and start corrective action. The SSDQ will be included in the quarterly Performance Progress Report.

As of November 1, 2022, Oklahoma's crash data repository transferred from the Department of Public Safety to the new state agency, Service Oklahoma. Oklahoma is anticipating data issues during this transition period.

Update for FY 2024

Oklahoma's SSDQ was a Finding during their National Program Review in FFY 2023. As of August 15, 2023, Oklahoma is working on the Corrective Action Plan (CAP) for this finding and keeping FMCSA's Oklahoma Division Office updated on the progress. The CAP will be submitted to FMCSA once completed and Oklahoma will follow additional reporting requirements of the CAP until our SSDQ ratings are back in the green.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **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.).

Note: 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 checked="" 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 checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" 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 2016 - 2020

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

New Entrant Safety Audits	2016	2017	2018	2019	2020
Interstate	558	339	442	448	452
Intrastate					
Total Audits	558	339	442	448	452

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 2022 - 2024

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Oklahoma Department of Public Safety

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website \(NEWS\)](#)

Date information retrieved from NEWS Dashboard to complete eCVSP	07/19/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	583
Current Number of Past Dues	0

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: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2022 - 2024

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits						
	FY 2022		FY 2023		FY 2024	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	100	0	100	0	50	0
# of Safety Audits (Offsite)	400	0	400	0	333	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	500	0	500	0	383	0
# of Non-Audit Resolutions	292	0	292	0	200	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Update for FY 2024

Describe efforts made in the New Entrant Program to support USDOT SP and NRSS.

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 before 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 120 days if they are a motor carrier of passengers and may be conducted at the motor carrier's principal 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 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 consist of the Federal Motor Carrier Safety Regulations (FMCSRs) requirements and recommendations on how to establish effective safety management practices and programs. Oklahoma's New Entrant Program uses this opportunity to support USDOT SP and NRSS through proper education of the FMCSRs, encouraging safe, responsible behavior of the motor carrier officials & drivers, and ensuring the motor carrier has adequate safety management controls in place. 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. Our Safety Investigators strive to deliver responsive and efficient customer service to the motor carrier and driver(s) in the New Entrant Program consistent with USDOT SP objectives and strategies.

Troop S is solely responsible for the New Entrant Program within the State of Oklahoma. Troop S currently utilizes DPS civilian Safety Investigators FTEs and a few State Troopers FTEs who are experienced and certified as New Entrant Safety Investigators. Troop S recognized, early on, the benefits of workforce development. All current DPS civilian Safety Investigators are retired OHP Troop S Troopers. This benefits Troop S by having seasoned personnel with the knowledge, training, and experience in roadside inspections, hazardous materials inspections, and in most cases previous experience in Compliance Investigations. The DPS civilian Safety Investigator position helps recruit and retain highly skilled and motivated employees, while reducing the cost and time needed to train new hires. During FFY 2024, Troop S anticipates hiring additional civilian Safety Investigators to ensure our staffing levels are adequate to meet Program needs. New Entrant Program Oklahoma does 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 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 2022 - 2024: 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.

Update for FY 2024

Update on Oklahoma's New Entrant Program success

All New Entrant Safety Audits that are conducted by Troop S will be completed offsite via the NEWS web-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 principal place of business (PPOB). All onsite Safety Audits will be completed via the Sentri computer program. From time to time there may also be extenuating circumstances that exist requiring the Safety Audit to occur at another location. All onsite Safety Audits will be completed via the Sentri computer program.

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 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 contacts the carrier explaining the offsite process and as often as required to answer any questions and complete the Safety Audit 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 the assignment 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 every quarter 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 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 effectively and efficiently. 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.

Oklahoma's New Entrant Program is a source of pride for Troop S and will continue to exceed expectations in FY 2024. Oklahoma consistently meets all audit deadlines and rarely has carriers appearing on the "overdue" list. Based on our successes, it is not possible to increase the number of audits by 15%, nor reduce the number of "overdue" carriers by 20%. Over the next several years, Oklahoma is anticipating several civilian Safety Investigators may retire. Oklahoma is considering hiring additional civilian Safety Investigators in FY 2024 to ensure we maintain an adequate staffing level to meet the needs of the New Entrant 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.

FY 2022 Updates per BIL funding

Increasing the number of civilian Safety Investigator FTEs to meet the growing New Entrant Inventory list.

FY 2023 Updates

Update inventory numbers and personnel assigned to the New Entrant Program.

Update number of New Entrant Safety Audits and removals based on current inventory list.

Update number of roadside inspections conducted based on change in FTE and PTE personnel numbers.

Update for FY 2024

Update inventory numbers and personnel assigned to the New Entrant Program.

Update number of New Entrant Safety Audits and removals based on current inventory list.

Troop S will consider requesting additional civilian FTEs during the performance period to address rising inventory needs to ensure New Entrant Safety Audit are conducted in a timely manner with the goal of 0 carrier's appearing on the overdue/rotten list.

Troop S will have 1 New Entrant Program Manager FTE who will supervise the New Entrant personnel and oversee the Programs efficiency and timeliness. The New Entrant Program utilizes 1 New Entrant Program Manager FTE, 1 State Trooper FTE, and 5 DPS civilian Safety Investigators FTEs to conduct Safety Audits as of July 19, 2023. The program utilizes 1 of the DPS civilian Safety Investigators to serve as an assistant manager helping manage assignment lists and any issues that arise when the manager is not available. Oklahoma recognizes that certain motor carriers, specifically passenger and HM, require specialization. Oklahoma has 1 FTE that conducts the New Entrant Safety Audit on all passenger carriers in the program. While all FTEs can, and do, conduct New Entrant Safety Audits on HM carriers, we have 1 FTE that conducts most HM placard and all complex HM carrier in the program. These specialized FTEs are needed due to the complex nature and additional regulations for these types of operation.

Troop S recognizes the time sensitive nature of Safety Audits and may need additional personnel to meet our removal goals. Several FTEs may retire during FFY 2022 through FFY 2024 requiring replacements. Troop S has requested an additional civilian FTE added to the program to help with the projected increase in New Entrant carriers. All personnel conducting Safety Audits are certified as per 49 CFR 385.201 or 385.203. New Entrant personnel is also required to maintain CVSA NAS driver/vehicle inspection Level 1 and HM cargo tank certifications. New Entrant personnel is primarily focused on conducting New Entrant Safety Audits or clearing the New Entrant inventory list based on non-Safety Audit resolutions.

According to the New Entrant Monthly trends report in GOTHAM ran on 07/19/2023, Oklahoma is remaining at a consistent level of new interstate motor carriers. The report indicates during July 2021 Oklahoma's New Entrant Inventory was at 859 and in June 2022 it was at 857. That number appears to contain carriers who are waiting for authority and/or waiting to complete the registration process, not yet on our assignment list inventory.

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 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.

Troop S can't 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, several tangible benchmarks can be determined by Troop S in regards to the New Entrant activities. All personnel assigned to the New Entrant Program will conduct at least 224 NAS Level 1 inspections (32 per person) and 56 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 583 Safety Audits or non-Safety Audit resolutions during this performance period. This number is based on the current number of New Entrant interstate motor carriers on Oklahoma's NEWS inventory list, either assigned or unassigned. 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. There are several more carriers in the New Entrant Program that are not yet included in the NEWS inventory list. Those carriers are still within the initial 90-day waiting period before added to NEWS.

The New Entrant Program Manager will be responsible for supervision activities involving the New Entrant Program, ensuring the Program is running efficiently, and also conducts Safety Audits and non-Safety Audit resolutions. The Safety Investigator assigned as the assistant manager 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 promptly and before 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**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

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 IH or UNSAT/UNFIT 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 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2021 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 2021 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2021 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2021 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 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 2021 collision reduction goal of reducing large truck and passenger carrier collisions by 6%.

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

In FFY 2019, Troop S conducted 8,866 traffic enforcement inspections. In FFY 2020, Troop S conducted 5,507 traffic enforcement inspections. In FFY 2021, so far, Troop S has conducted 3,284 traffic enforcement inspection. This data was obtained through A&I Traffic Enforcement data snapshot from MCMIS as of 05/28/2021, on 06/28/2021.

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 COVID-19 pandemic. COVID-19 led to reduced level of activities due to limiting contact with drivers, both CMV and non-CMV, along with Federal & State restrictions and exemptions. The second 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. A third obstacle was the ability to track non-CMV enforcement efforts when unsafe operation / violations occur around a CMV. The OHP is moving towards a different citation and warning program and Troop S is attempting to have a feature added to our documentation system in order to collect this data. It should be noted, Troop S can only suggest this feature be added with no final say in what features will be included.

Activity #2

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

MSCAP 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 FFY 2019, Troop S personnel instructed 17 courses for FMCSA NTC. In FFY 2020, Troop S personnel instructed 12 courses for FMCSA NTC. In the first two quarters of FFY 2021, Troop S personnel instructed 12 courses for FMCSA NTC. The FMCSA NTC courses included training 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, Inspection Data Quality, Lifecycle of Roadside Inspections, Truckers Against Trafficking, Size and Weight Enforcement update, ELD Roadside and Enforcement, Title VI, RITE (civil rights training) and various CVSA & 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 2019 through FFY 2020. 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. COVID-19 also reduced our ability to travel out-of-state and in person training. During FFY 2020 and FFY 2021, most of our training was conducted through virtual training platforms such as Zoom, TEAMS, and PoliceOne.

Activity #3**Activity: Describe State-specific activity conducted from previous year's CVSP.**

Special Emphasis Area - Work Zone Safety According to the Federal Motor Carrier Safety Administration memorandum dated May 22, 2020, subject: Development of Fiscal Year 2021 Commercial Vehicle Safety Plan, Oklahoma was identified by the Federal Highway Administration as one of the top 10 states with the highest number of CMV involved work zone crashes.

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

Troop S has developed the "Troop S Strategic Enforcement Plan" (TSSEP). The goals of TSSEP are to reduce the number of CMV involved crashes in or near work zones through mobile enforcement, special emphasis, premium pay projects, and educational & outreach programs. The complete TSSEP is provided as an attachment to the eCVSP for review. A synopsis of that plan is as follows. Mobile Enforcement - Troop S roadside inspectors will be encouraged to work CMV enforcement activities in or near work zones whenever possible as part of their daily activities. Special Emphasis - each detachment (currently four detachments) will have a minimum of 1 special emphasis per quarter. The special emphasis as part of TSSEP will be in or near work zones, or in an identified CMV high crash corridor based on crash data, or an Oklahoma turnpike system*. Premium Pay Projects - each quarter Troop S FTEs will have the voluntary opportunity to work extra hours/shifts throughout the quarter to address work zone and CMV crash

reduction. Premium Pay Projects will be in or near work zones, or in an identified CMV high crash corridor based on crash data, or an Oklahoma turnpike system*. Both special emphasis and premium pay projects will also include enforcement of non-CMV violations around CMVs. *Oklahoma turnpikes have a high number of CMV traffic and a higher number of CMV crashes. Education & Outreach - all Troop S related educational and outreach opportunities (safety talks) will be encouraged to include information on driving safely in or around CMVs.

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

The TSSEP was initiated during the FFY 2021 eCVSP update. Troop S believes this program is helping direct our activities towards reducing crashes and focusing on work zones and high crash corridors. Since this is a new implementation it is hard to quantify the results.

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

COVID-19 restrictions and exemptions provided some difficulties in achieving our goals. Another obstacle Troop S encountered during FFY 2021 was the assignments to other non-CMV related duties such as riots, protests, and public safety issues that occurred.

Part 3 Section 5 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO 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 human trafficking/smuggling initiatives, work zone safety details, 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 2022 - 2024. 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 Update for FY 2024 Update objective in support of USDOT SP and NRSS

Narrative Overview for FY 2022 - 2024

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

Oklahoma is committed to FMCSAs traffic enforcement national priority, USDOT SP, and NRSS. We agree 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. Tackling the Safe System Approach elements of safer people, safer roads, safer vehicles, and safer speeds, are a priority to ensure a transportation system safe for all users. 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 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 2022 - 2024:

Enter performance goal.

FY 2022 Updates per BIL funding Added CMV traffic enforcement stops without an inspection by non-certified personnel. FY 2023 Updates Updating traffic enforcement stops without an inspection by non-certified personnel under Oklahoma Highway Patrol Chief's Directive #2022-03. Oklahoma intends on focusing on traffic enforcement activities by conducting public outreach and education, CMV driver and vehicle inspections based on traffic enforcement stops, CMV traffic enforcement stops without driver and vehicle inspections based on observed crash causation violations by non-certified OHP uniformed personnel, 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 2024 collision reduction goal of reducing large truck and passenger carrier collisions by 6%. In support of NRSS ambitious long-term goal

of reaching zero roadway fatalities, Oklahoma is pursuing their own ambitious goal of reducing serious CMV crashes, especially those in and around work zones, by 15%. Oklahoma Highway Patrol Chief's Directive #2022-03 to all field Troopers assigned to Troops A-M and turnpikes requiring Troopers to conduct probable cause enforcement action on commercial motor vehicles. The purpose of the Chief's Directive is to establish commercial motor vehicle traffic enforcement guidelines to enhance traffic safety and reduce commercial motor vehicle collisions on all Oklahoma roadways.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

FY 2022 Updates per BIL funding Training all OHP uniformed personnel on CMV traffic enforcement and properly identification of motor carriers. Requiring all OHP uniform personnel to conduct CMV traffic enforcement activities based on observed moving violations contributing to crash causation factors. Purchasing a truck-tractor and semitrailer used to assist in traffic enforcement as well as education & outreach activities. FY 2023 Updates Oklahoma Highway Patrol Chief's Directive #2022-03 to all field Troopers assigned to Troops A-M and turnpikes requiring Troopers to conduct probable cause enforcement action on commercial motor vehicles. Uniformed personnel patrolling the highway are continuously observing driver behavior and taking enforcement action when violations of the law or regulations occur. This activity will include both certified and non-certified OHP uniformed personnel when observing moving violations that could contribute to crash causation. Troop S has created a training program and will train all OHP personnel on CMV traffic enforcement activities. This training program will educate Troopers who are non-certified CMV inspectors on what documents are allowed to be reviewed during a CMV traffic stop without becoming a Level 3 inspection, what vehicles are considered a CMV, how to properly identify the motor carrier, and how to properly document any enforcement action or information needed to complete a CMV crash report. Oklahoma Highway Patrol Chief's Directive #2022-03 requires all field Troopers assigned to Troops A-M and turnpikes to conduct no less than sixteen probable cause traffic enforcement actions on commercial motor vehicles during the Trooper's 28-day cycle. Troop S will raise public awareness through motor carrier safety programs/safety talks. Troop S is considering purchasing a truck-tractor and semitrailer used for traffic enforcement, allowing Troopers to operate the combination and calling out observed traffic violations around the CMV. The combination would also be wrapped from time to time with education & outreach materials promote CMV crash reduction programs and awareness. Troop S will utilize special emphasis and premium pay projects to enhance traffic enforcement activities and reduce collisions. In FFY 2021, Troop S developed the "Troop S Strategic Enforcement Plan" (TSSEP) due to Oklahoma being in the Top 10 States for CMV-involved work zone crashes. The goals of TSSEP are to reduce the number of CMV-involved crashes in or near work zones through mobile enforcement, special emphasis, premium pay projects, and educational & outreach programs. Troop S will continue to utilize the TSSEP from FFY 2022 through FFY 2024 to reduce crashes. The complete TSSEP is attached to this eCVSP for review. In support of USDOT SP and NRSS, traffic enforcement activities will focus on promoting safe driver behavior, changing unsafe driver behavior through enforcement, and educating the public on both safe & unsafe driving behavior issues. This proactive approach is critical in reducing crashes and reaching the zero goal.

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.

FY 2022 Updates per BIL funding Added monitoring CMV traffic enforcement activities by non-certified personnel FY 2023 Updates Oklahoma Highway Patrol Chief's Directive #2022-03 monitoring 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. Non-certified OHP personnel will be required for their annual performance evaluations to conduct CMV traffic enforcement activities that result in either a citation or warning for a moving violation. Per Chief's Directive #2022-03, all field Troopers assigned to Troops A-M and turnpikes must conduct no less than sixteen probable cause traffic enforcement actions on commercial motor

vehicles during the Trooper's 28-day cycle. The Directive further requires each Trooper to document the commercial motor vehicles VIN and USDOT number. All documented CMV traffic enforcement activities by non-certified personnel will be vetted by Troop S admin personnel to ensure the activity is eligible prior to seeking reimbursement for those activities under the MCSAP grant. 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 Update for FY 2024 Update wording throughout this objective to update NTC training to include CVSA training based on CVSA's Training Grant.

Narrative Overview for FY 2022 - 2024

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 2022 - 2024:

Enter performance goal.

Troop S has assigned one Lieutenant to oversee Troop S training. This position was created to ensure everyone within Troop S is properly trained, up-to-date on all laws, rules, regulations & 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 helps 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 2022 - 2024: Describe the activities that will be implemented including level of effort.

Troop S intends on providing classroom, field training, and remote/virtual training. Troop S intends to use TEAMS, when appropriate, to provide information, training, and updates remote/virtually 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/CVSA 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 2022 through FFY 2024. Troop S has several Troopers and civilian personnel certified as adjunct instructors through FMCSA's National Training Center (NTC) & CVSA. During the performance period, Troop S would like to send additional personnel NTC's instructor development course 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 during FFY 2022 through FFY 2024 which include, but not limited to the following: - North American Standard Part A and Part B inspection school - 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: Any FMCSA training that is requested and/or required that may come up in FFY 2022 through FFY 2024, 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 Excel, Microsoft Word, Outlook, and other programs to their full advantage. Troop S is anticipating sending our grant personnel to additional grant training to improve our grant quality, recordkeeping, reporting, and overall grant program. 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 2022 through FFY 2024. 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.

State Objective #3

Enter the title of your State-Identified Objective.

Replenish and Increase Troop S FTEs

Narrative Overview for FY 2022 - 2024

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

FY 2023 Updates Updating current personnel assigned to Troop S Update for FY 2024 No additional update needed Oklahoma, like most states, is suffering from a decline in staff issues. In FFY 2018, OHP employed approximately 780 Troopers, with 45 of those Troopers assigned as FTEs roadside inspectors in Troop S. FFY 2018 was the highest number of roadside inspectors assigned to Troop S in recent years. As of August 1, 2022, OHP employed approximately 730 Troopers, Troop S FTEs include 54 Troopers with 44 Trooper FTEs assigned as roadside inspectors. During FFY 2022 through FFY 2024, OHP is anticipating an increased number of Troopers retiring due to mandatory retirement along with resignations and terminations. State Troopers are eligible for retirement after 20 years of service. Troop S currently has 29 Troopers with over 20 years of service and is eligible to retire. At the end of CY 2022, 140 Troopers will retire due to mandatory retirement with an additional 282 Troopers eligible to retire. At the end of CY 2024, OHP will have 321 Troopers eligible for retirement. The OHP Academy is funded through legislative

appropriations and is not on a recurring schedule. Currently, OHP is unable to replenish the number of Troopers lost through attrition. New Troopers, who complete the Academy and Field Training, are assigned to Field Troops. Troopers seeking assignment to a Special Service, such as Troop S, must serve in a Field Troop for at least five (5) years. Assignments to a Special Service Troop are based on the need of the Troop and without diminishing the Field Troop's modified table of organization and equipment (MTOE), specifically the number of assigned Field Troopers. It is essential to Troop S to replenish and increase the FTEs to reduce CMV crashes and enhance our CMV enforcement activities. The Troop S career path to becoming an FTE roadside inspector is through our PTE programs. While PTEs play an important role in Oklahoma's MCSAP program, FTEs are the greatest asset in our MCSAP program. PTEs, as explained in Part 1 Section 3 of the CVSP, are assigned to Troop S on a part-time basis. PTEs report directly to a non-MCSAP Field Troop commander in their day-to-day activities, patrolling a geographical location, usually a specific county. The assigned county may or may not have a high number of CMV traffic and/or a CMV high crash corridor. The Troop S commander cannot direct the PTE's day-to-day activities. FTEs report directly to the Troop S commander, assigned to 1 of 4 detachments in Oklahoma. The detachments divide Oklahoma into quarters. FTEs are authorized to work anywhere within their detachment and, with supervisor approval, work outside of their detachment. The ability to move around allows FTEs to focus on areas with high CMV traffic and CMV high crash corridors. The Troop S commander can direct the day-to-day activities of FTEs ensuring efforts focus on CMV enforcement activities and crash reduction strategies.

Projected Goals for FY 2022 - 2024:

Enter performance goal.

FY 2023 Updates This State Specific Objective was approved under a previous DPS & OHP administration. The current DPS & OHP administration provided additional personnel to Troop S once in office. Troop S is currently discussing this State Specific Objective with the current administration and may or may not utilize this objective in FFY 2023 or FFY 2024. Troop S will replenish and increase FTEs through funding 15 cadets/training slots for new Troopers during an Academy in FFY 2022. The goal is to increase Troop S FTEs, PTEs, and allow OHP Field Troops to sustain MTOEs personnel levels. The goal enhances Oklahoma's CMV crash reduction and enforcement activities through increasing the number of personnel trained in the North American Standard (NAS) inspections.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

FY 2023 Updates This State Specific Objective was approved under a previous DPS & OHP administration. The current DPS & OHP administration provided additional personnel to Troop S once in office. Troop S is currently discussing this State Specific Objective with the current administration and may or may not utilize this objective in FFY 2023 or FFY 2024. Troop S must replenish and increase FTEs through funding 15 cadets/training slots for new Troopers during an Academy in FFY 2022. These 15 cadets/training slots will be above the legislative appropriations funded cadets/training slots, not used to supplant cadets/training slots. This objective is imperative to replenish and increase our diminishing FTEs in Troop S, keeping the MCSAP program successful. Once the 15 cadets/training slots have completed the Academy and Field Training, the 15 cadets/training slots will replace 15 PTEs in their current Field Troop. The 15 PTEs will be reassigned as FTEs within Troop S. This will increase the number of roadside inspector FTEs in Troop S. Troop S will conduct at least one (1) NAS inspection course during FFY 2022. This course will replenish and increase PTE positions within Troop S. There are several benefits to this specific objective goal and process. The greatest benefit is providing Oklahoma the ability to continue an effective and successful MCSAP program. It helps OHP sustain Field Troops MTOE personnel levels while replenishing Troop S FTE positions that would otherwise remain unfilled due to Field Troop MTOE levels. Replenishing and increasing Troop S FTEs provides Oklahoma the ability to spend all MCSAP allocated funds. The PTEs transferred to Troop S as FTEs reduce delays in training that a brand-new roadside inspector would need. It allows Troop S to offer a NAS inspection school for OHP Field Troopers, increasing PTEs, and enhancing our CMV crash reduction and enforcement activities. Based on the success of this objective in FFY 2022, Oklahoma will continue this objective in FFY 2023 and FFY 2024.

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.

PTE transfers into Troop S as FTEs will occur immediately after the 15 cadets/training slots have completed the academy and field training. Troop S will delay requesting reimbursement of the 15 cadets/training slots until their initial training is completed and the transfers into Troop S have occurred to protect against supplanting. Troop S will provide quarterly updates on this specific objective through the performance monitoring report. FMCSA will also be notified immediately if any problems arise during the academy and/or field training.

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 justify 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 2024 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. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,421,771.00	\$443,251.00	\$8,865,022.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,329,753.00
MOE Baseline:	\$1,077,371.67

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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 prior approval (15% of MCSAP Award Amount):	\$1,329,753.00
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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
MCSAP Data Analyst	1	100.0000	\$65,000.00	\$65,000.00	\$65,000.00	\$0.00	\$0.00
New Entrant Program Manager & Grant Writer	1	100.0000	\$77,088.00	\$77,088.00	\$77,088.00	\$0.00	\$0.00
MAJOR	1	75.0000	\$122,930.00	\$92,197.50	\$92,197.50	\$0.00	\$0.00
LIEUTENANT	8	90.0000	\$101,898.84	\$733,671.64	\$733,671.64	\$0.00	\$0.00
TROOPER	45	70.0000	\$92,794.56	\$2,923,028.64	\$2,923,028.64	\$0.00	\$0.00
CIVILIAN AUDITORS	5	100.0000	\$71,280.00	\$356,400.00	\$356,400.00	\$0.00	\$0.00
Administrative Program Officer IV	1	100.0000	\$65,094.00	\$65,094.00	\$65,094.00	\$0.00	\$0.00
Administrative Program Officer II	2	100.0000	\$51,000.00	\$102,000.00	\$102,000.00	\$0.00	\$0.00
Administrative Assistant II	1	100.0000	\$42,137.00	\$42,137.00	\$42,137.00	\$0.00	\$0.00
Administrative Assistant I	1	100.0000	\$37,000.00	\$37,000.00	\$37,000.00	\$0.00	\$0.00
CAPTAIN	2	95.0000	\$111,913.08	\$212,634.85	\$212,634.85	\$0.00	\$0.00
Sr. Admin Hearing Officer III	1	100.0000	\$62,000.00	\$62,000.00	\$62,000.00	\$0.00	\$0.00
Accountant II	1	100.0000	\$42,137.00	\$42,137.00	\$42,137.00	\$0.00	\$0.00
Port of Entry CMV Officers	18	100.0000	\$24,625.06	\$443,251.08	\$0.00	\$443,251.08	\$0.00
Subtotal: Salary				\$5,253,639.71	\$4,810,388.63	\$443,251.08	\$0.00
Overtime Project Costs							
All MCSAP Staff	1	100.0000	\$509,969.10	\$509,969.10	\$509,969.10	\$0.00	\$0.00
Subtotal: Overtime				\$509,969.10	\$509,969.10	\$0.00	\$0.00
TOTAL: Personnel				\$5,763,608.81	\$5,320,357.73	\$443,251.08	\$0.00
Accounting Method:	Accrual						

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

FY 2024 Updates - 8/9/2023

The State will budget for **55** MCSAP Troopers that conduct MCSAP eligible activities. The **55** Troopers will consist of 1 Major, 2 Captains, **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. Major dedicates approximately **75%** of his time, Captain dedicates approximately 95% of his time, Lieutenants 90% and Troopers 70%). For billing purposes, their actual MCSAP dedication will be calculated.

There are 6 civilian auditors that conduct Safety Audits and 100% of their personnel costs was planned based on actual salary costs.

Troop S added a new position which was filled with one person to manage the new entrant program and write the eCVSP and performance monitoring reports for the MCSAP grant with a title of New Entrant Program Manager.

The administrative staff are all 100% dedicated to supporting the MCSAP program. Administrative Program Officer IV provides full financial oversight of the grant and is also the Supervisor of the administrative staff. Administrative Program Officer II is responsible for managing the financial tracking of the grant day-to-day and preparing documents for voucher reimbursement and manages all travel needs with regard to hotel and airfare purchases. Another Administrative Program Officer II is our SafetyNet, Data Quality and DataQ admin. Administrative Assistant II serves as the Time and Accountability Manager and Troop Secretary. The Administrative Assistant I serves as the Troop receptionist. **The Accountant II is responsible for the financial tracking of the Port of Entry (POE) budget and managing all travel for the POE officers.**

The MCSAP Data Research Analyst was added and will aid Troop S with crash statistics, coming up with creative ways to measure human trafficking activities and creating useful tools for Troop S leadership to deploy resources in the most effective and efficient ways. This position will work closely with the staff writing the CVSP and quarterly reports when reporting on outcomes of enforcement activities.

The Administrative Hearing Officer is dedicated 100% to the MCSAP program conducting administrative hearings for civil penalties for FMCSR violations only, partners with the State's legal division and legislative liaison to introduce/support/oppose new legislation with respect to commercial vehicle laws and more as assigned by the Captain.

The Port of Entry (POE) CMV Officers are 100% dedicated to the MCSAP program and conduct NAS inspections at the ports throughout the State. The POE program consists of 18 employees with an average salary of \$75,059.68 each annually. That allows us up to \$900,716.16 in eligible match. With our current budget we will use their salary costs to meet our State's matching obligation of \$443,251.

The MCSAP overtime projects will consist of 1 quarterly project each quarter with a budget of about \$125,000 per quarter for a total of \$500,000. Each quarter the 55 Troop S Troopers will be assigned a project that will require emphasis on areas in and around work zones, turnpikes, hazardous materials or high crash corridors. The remaining \$9,969.10 will be used for the following: human trafficking assignments in at-risk areas around the state, non-CMV traffic enforcement, CMV traffic enforcement with no inspection and SafeDrive partnerships. The non-CMV traffic enforcement and CMV traffic enforcement with no inspection will include non-MCSAP Troopers across the state to increase our resources and reach a higher number of impact. Troopers will have the opportunity to attend a special emphasis in each of the 13 state Troop areas. During the emphasis up to 8 Troopers will work for 4 hours addressing moving violations made by CMVs. Lieutenants may also conduct special emphasis with their sector to address similar issues in their respective areas. While overtime is voluntary, it will be highly encouraged amongst our 57 Troop S Troopers. Availability of other Troopers will depend on manpower needs of each Troop. We have set a benchmark of 50-60 hours of overtime per Trooper each quarter with around 20-30 hours of overtime for civilian staff to address administrative processing.

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. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and 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 rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

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 more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

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

Fringe Benefit Rate: 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.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

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	42.1200	95.0000	\$212,635.00	\$85,083.76	\$85,083.76	\$0.00	\$0.00
Administrative Program Officer II	35.4000	100.0000	\$51,000.00	\$18,054.00	\$18,054.00	\$0.00	\$0.00
Accountant II	49.9000	100.0000	\$42,137.00	\$21,026.36	\$21,026.36	\$0.00	\$0.00
Sr. Administrative Hearing Officer III	58.0000	100.0000	\$62,000.00	\$35,960.00	\$35,960.00	\$0.00	\$0.00
MAJOR	45.7000	75.0000	\$92,196.00	\$31,600.17	\$31,600.17	\$0.00	\$0.00
MCSAP Data Analyst	61.8000	100.0000	\$65,000.00	\$40,170.00	\$40,170.00	\$0.00	\$0.00
New Entrant Program Manager & Grant Writer	54.3000	100.0000	\$77,088.00	\$41,858.78	\$41,858.78	\$0.00	\$0.00
LIEUTENANT	36.1000	90.0000	\$733,672.00	\$238,370.03	\$238,370.03	\$0.00	\$0.00
TROOPER	53.2000	70.0000	\$2,923,028.00	\$1,088,535.62	\$1,088,535.62	\$0.00	\$0.00
CIVILIAN AUDITOR	44.2000	100.0000	\$356,400.00	\$157,528.80	\$157,528.80	\$0.00	\$0.00
Administrative Program Officer IV	44.9000	100.0000	\$65,094.00	\$29,227.20	\$29,227.20	\$0.00	\$0.00
Administrative Program Officer II	47.4000	100.0000	\$51,000.00	\$24,174.00	\$24,174.00	\$0.00	\$0.00
Administrative Assistant I	53.6000	100.0000	\$37,000.00	\$19,832.00	\$19,832.00	\$0.00	\$0.00
Port of Entry CMV Officer	0.0000	100.0000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Administrative Assistant II	58.5000	100.0000	\$42,137.00	\$24,650.14	\$24,650.14	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$1,856,070.86	\$1,856,070.86	\$0.00	\$0.00

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 the aggregated rate using the actual fringe costs, from the previous year. The dollar amounts listed in the table are only the amounts we want to bill to MCSAP or MOE. In the table above, I added the total cost of the fringe benefits the employee received, then divided that number by the salary the employee earns in a year. The State does not use a set percentage rate due to the variable amounts for employees, specifically, health insurance. Since we get a health insurance benefit to apply towards our health insurance costs, there are countless variances depending on which health/vision/dental insurance and what size family. We also have longevity which changes every 2 years and is different depending on how long someone has been employed. The fringe is calculated exactly the same for civilians and uniformed with a few exceptions: uniformed personnel have shift differential and uniform allowance and do not pay FICA. Fringe consists of Excess Benefit Allowance, State FICA/MQFE, State Insurance, Retirement, Longevity, 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) - This is a voluntary retirement add-on to the State's retirement system and offers an employer match contribution up to \$25. An employee has to contribute at least \$25 and can contribute more but the employer contribution is always \$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.

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, airfare, lodging, meals, transportation, 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 §200.475](#).

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
CVSA Data Quality Workshop	2	6	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
COHMED	4	12	100.0000	\$7,000.00	\$7,000.00	\$0.00	\$0.00
CVSA Spring Workshop	7	28	100.0000	\$13,000.00	\$13,000.00	\$0.00	\$0.00
CVSA Fall Leadership Conference	7	28	100.0000	\$11,000.00	\$11,000.00	\$0.00	\$0.00
NAIC	2	14	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
FMCSA Grant Planning Meeting	4	12	100.0000	\$7,500.00	\$7,500.00	\$0.00	\$0.00
National Road Check Week	92	276	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Travel Training	12	100	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
SA/CR Quarterly Meetings	8	160	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
SA/CR Program Travel	8	100	100.0000	\$11,000.00	\$11,000.00	\$0.00	\$0.00
TOTAL: Travel				\$105,500.00	\$105,500.00	\$0.00	\$0.00

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

FY 2024 Updates - August 7, 2023

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 1 Trooper certified to conduct CIs, 1 Trooper in field training working towards CI certification and 6 civilians who are certified to conduct SAs. 5 additional Troopers that just completed the course. It's anticipated we will add at least 1 more to the CI program. 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 \$11,000.

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 FFY24 for CVSA conferences is \$41,000. (COHMED, CVSA Spring Workshop, CVSA Fall Conference, NAIC and CVSA Data Quality Workshop)

The structure of the grant program within Troop S consists of a Major, Captain who serves as the MCSAP Coordinator, a 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. Troop S currently has 54 FTE and 40 part-time certified inspectors that can participate. Each year participation

from our part-time inspectors depends on their local Troop Commander and coverage for their area. Historically we have around 75-100 inspectors working for a span of 3 days. For the sake of budgeting we plan for 92 inspectors at 3 days each for a total of "276 days". This results in lodging and per diem expenses for which we have budgeted \$10,000 based on previous years expenditures.

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. This line item is based on past travel needs and some examples of that is the CVSA/FMCSA unannounced training, General HM and North American classes instructed by our Trainers for inspectors needing certification, training for new civilian employees to visit port of entry stations and special interest training such as Truckers Against Trafficking. Calculation of days and number of people is difficult depending on the demand of a training and type but generally speaking, an average 12 people with 5-10 days each is a safe budget. The approximate cost for these training travel needs is \$30,000.

CI and SA personnel are required to attend quarterly meetings. This provides and opportunity for training, updates, best practice methods and address any issues. These meetings require per diem and lodging which is estimated to be \$6,000.

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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	12	\$52,873.00	0	\$0.00	\$0.00	\$0.00	\$634,476.00
Vehicle for Civilian Safety Auditor	1	\$46,000.00	100	\$46,000.00	\$46,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$46,000.00	\$46,000.00	\$0.00	\$634,476.00
Equipment threshold is greater than \$5,000.							

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

FY 2024 Update - 10/31/23

We are budgeting \$46,000 to purchase a new unit for an additional civil New Entrant Safety Auditor. Audits are conducted all over the state and an issued vehicle is more cost effective than paying mileage expenses over time. The New Entrant list continues to grow exponentially and there is a need for more auditors.

The New Entrant Program vehicle cost is based on several factors. Oklahoma purchases vehicles through state contracts with an established price within the contract. The New Entrant Program utilizes utility type vehicles, usually Chevrolet Traverse or Ford Explorer. The use of utility type vehicle with a large internal cargo area is required based on our needs and for fleet uniformity. A large cargo area provides a Safety Investigator the ability to transport personnel, equipment, and supplies required for their job function. A list of some, but not all, required equipment a Safety Auditor needs for their job function includes: computer, scanner, printer, regulation books, paper, folding table, folding chair, inspection creeper, chock blocks, inspection tools, motor coach inspection ramps, and suitcase. A utility type vehicle with a large internal cargo area protects the equipment and supplies from the weather elements, helps protect against damage, and provides security from theft when at audit/inspection locations or while in an overnight status.

MOE Expenditures

Upon receiving a new quote dated 10/4/23, Troop S is budgeting for 12 new vehicles at \$52,873.00 per unit. These vehicles will replace high mileage vehicles in the fleet and fall within the planned vehicle replacement cycle. This per unit cost is determined by the vendor price quote.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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
Inspection Supplies	100 ea	\$1,074.64	100.0000	\$107,464.00	\$107,464.00	\$0.00	\$0.00
New Vehicle Police Package	12 ea	\$40,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$480,000.00
Office Supplies	1 ea	\$75,010.67	100.0000	\$75,010.67	\$75,010.67	\$0.00	\$0.00
Law Enforcement Supplies	1 ea	\$73,291.74	100.0000	\$73,291.74	\$73,291.74	\$0.00	\$0.00
Computers for Troopers	20 each	\$5,000.00	100.0000	\$100,000.00	\$100,000.00	\$0.00	\$0.00
TOTAL: Supplies				\$355,766.41	\$355,766.41	\$0.00	\$480,000.00

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

FY 2024 Update - 10/31/23

Supplies costs are figured through researching costs each year. Troop S uses a budget vs. actuals expenditure spreadsheet to track real-time spending and monitor the budget. The true expenses incurred each year are used to build the new year's budget. There can be some anomalies from year to year which are taken into account if known ahead of time. Using an average of all purchases made in a year we can budget within a reasonable amount of each line item.

In years past, we had a leasing program for the Trooper's computers. As of this year, DPS discontinued the leases and went back to purchasing. At the present time, we do not have a stock of computers on hand to issue to a Trooper, due to Troop S getting late notice that the leasing program was terminated. Most of our Troopers are on the outdated Panasonic 54D computers and many are having issues with memory and battery life on these older computers. Twelve of these computers will be issued to the 12 new vehicles we order. The other 8 will be replacing the outdated computers for the Troopers who are having problems. The quote from our vendor is \$4,378.00 per computer. If a docking station is also ordered, the total cost per unit is \$5,213.00. We do have a current supply of docking stations on hand, so will not need to purchase a docking station for every computer.

Office Supplies - \$75,010.67 This will cover the required day-to-day supplies needed such as paper, pens, staples, postage, etc. in addition to some larger items (ie. shredder). After moving into our new headquarters we anticipate an increase in supply needs as we get settled.

Inspection Supplies - \$107,464. There are approximately 100 certified inspectors within the MCSAP program and expenses were calculated at about \$1,074 per inspector. These funds will go towards FMCSR and Hazmat regulation manuals, out-of-service criteria, uniforms, paper, creepers, chocks, gloves, and CVSA decals. Inflation and availability has driven costs up over the last year so we have planned a higher budget to compensate.

Law Enforcement Supplies - \$5,000 will be used for items such as gear, ammunition, etc.

~~Laptop Computers - \$16,000 Troop S continues to grow with the addition of a receptionist, data analyst, a potential inventory/equipment specialist, and IT support which will require new computers. We will also purchase 2 for unforeseen replacement need.~~

~~Office Furniture - \$30,000 As we settle into the new headquarters space the addition of training tables & chairs for conference/training space is needed, as well as inventory storage. The office furniture cost was estimated from a quote from our statewide contract vendor for several different pieces of furniture for the Conference Room, Training Room and also includes desks for 8 Administrative offices, 1 Lieutenant office, and 2 cubicle stations for the Receptionist and one Admin staff.~~

MOE Expenditures

New Vehicle Police Package - \$480,000 Covers the cost of supplies to outfit a new unit which may include lights, sirens, radios, cameras, etc. These are the standard rotational replacement for high mileage vehicles.

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 §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) 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 §200.1 Definitions](#) and [2 CFR §200.331](#)).

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 §200.1 Definitions](#)).

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.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
ESRI Data Analysis Software		Contract	100.0000	\$16,000.00	\$16,000.00	\$0.00	\$0.00
Description of Services: Troop S' portion of the O&M costs for the ESRI software							
ODOT		Contract	100.0000	\$98,500.00	\$98,500.00	\$0.00	\$0.00
Description of Services: Office lease							
AT&T & Verizon		Contract	100.0000	\$70,000.00	\$70,000.00	\$0.00	\$0.00
Description of Services: Cell phone & hotspot service							
Standley Savin Copier		Contract	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Description of Services: Contractual Services							
RegScan		Contract	100.0000	\$46,505.00	\$46,505.00	\$0.00	\$0.00
Description of Services: Hazmat Enforcer software application							
Iiteris		Contract	100.0000	\$109,000.00	\$109,000.00	\$0.00	\$0.00
Description of Services: Maintenance and service for iNSPECT and Civil Assessment Program							
TOTAL: Contractual and Subaward				\$350,005.00	\$350,005.00	\$0.00	\$0.00

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

FY 2024 Update - 10/31/23

Standley Savin Copier - \$10,000 Contract with Standley Services to provide 2 machines with the ability to copy, fax and scan.

ODOT - \$98,500 The office lease is a fixed cost that includes office space, janitorial service and all utilities.

Communication Costs - \$70,000 These funds will cover expenses related to MCSAP personnel cell phone and hotspot usage.

Regscan - \$46,505 This company provides us with the Hazmat Enforcer software our Troopers use in the field when conduction an inspection with hazardous materials. This expense provides us with enough licenses for every certified inspector to have the software.

~~Laptop Lease - \$24,000 During FFY21 the Chief of the OHP made the decision to take the agency to a computer lease option. The average lease cost per laptop monthly is \$82.02. Troop S will gradually move all Troopers to this contract as a vehicle is replaced. During this grant year we will likely have an overlap of computer leases going into affect from last year and new leases going into affect toward the 3rd quarter of this year so we anticipate a little less than half of the Troop to have the new leased laptop. The math works out to \$82.02 x 23 laptops x 12 months = \$22,637.52 leaving a little room for the unexpected replacement of one or two laptops if needed.~~

~~OMES Service Fees - \$100,000 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 contract with NTT to provide a dedicated IT employee.~~

Correction: Iiteris - \$109,000 Iiteris provides us with our inspection program iNSPECT. They also create and maintain our program that processes our civil assessments for out-of-service violations which is tied in to iNSPECT.

ESRI is a mapping GIS software that is utilized by our Data Analyst to create crash databases, story maps, heat maps and various other tools using near up-to-date crash data (imported monthly) to import and analyze.

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 (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, 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 §200.1 Definitions](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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
Vehicle parts, repairs, etc.	1 ea	\$15,000.00	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Miscellaneous	1 ea	\$5,000.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
CVSA Membership Dues	1 yr	\$14,800.00	100.0000	\$14,800.00	\$14,800.00	\$0.00	\$0.00
COHMED Conference Registration Fees	4 ea	\$750.00	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
CVSA Spring Workshop Registration	8 ea	\$750.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
CVSA Fall Leadership Conference	8 ea	\$750.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Fuel & Maintenance Costs	1 ea	\$330,271.00	100.0000	\$330,271.00	\$330,271.00	\$0.00	\$0.00
Other conference/training registration fees	1 ea	\$5,000.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
CVSA Data Quality Conference	4 ea	\$750.00	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
TOTAL: Other Costs				\$388,071.00	\$388,071.00	\$0.00	\$0.00

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

FY 2024 Update - 10/31/2023

MCSAP Fuel & Maintenance Costs - **\$330,271.00** Fuel and maintenance costs are necessary for the operation of the Troopers and civilian auditors on a daily basis. The State uses Comdata for fuel and general vehicle maintenance such as oil changes, windshield wiper replacement, car wash, new tires and various other minimal maintenance issues 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 - \$14,800 Troop S pays an annual membership fee to be a member of the CVSA.

CVSA Conference Registration Fees - **\$18,000** 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. **The \$18,000 consists of the following conferences:** COHMED, **\$3,000**; CVSA Spring/Fall Conferences, **\$12,000**; and CVSA Data Quality Conference, **\$3,000**, to ensure a valuable presence in the committees.

Administrative Training - \$7,000 Troop S will maintain the administrative training for staff to improve efficiencies and skills of current staff. The budget will be \$875 for each employee with a goal of 12 trainings per person throughout the year. These may include in-person seminars or online webinars.

Vehicle parts, repairs, etc - The last federal year Troop S incurred the repair costs for parts and labor on vehicles we purchase. Minor repairs are captured on the Comdata; however, certain expenses are not allowed such as transmission work, police light repairs/replacement, etc. The \$15,000 is the average we've spent over the last year to cover the unforeseen costs related to normal wear and tear.

Other conference/training registration fees - \$5,000 This line item will allow for the unexpected costs of registration fees to necessary training related to CMV safety activities.

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,421,771.00	\$443,251.00	\$8,865,022.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,329,753.00
MOE Baseline:	\$1,077,371.67

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Data Analyst	\$65,000.00	\$0.00	\$65,000.00	\$0.00
New Entrant Program Manager & Grant Writer	\$77,088.00	\$0.00	\$77,088.00	\$0.00
MAJOR	\$92,197.50	\$0.00	\$92,197.50	\$0.00
LIEUTENANT	\$733,671.64	\$0.00	\$733,671.64	\$0.00
TROOPER	\$2,923,028.64	\$0.00	\$2,923,028.64	\$0.00
CIVILIAN AUDITORS	\$356,400.00	\$0.00	\$356,400.00	\$0.00
Administrative Program Officer IV	\$65,094.00	\$0.00	\$65,094.00	\$0.00
Administrative Program Officer II	\$102,000.00	\$0.00	\$102,000.00	\$0.00
Administrative Assistant II	\$42,137.00	\$0.00	\$42,137.00	\$0.00
Administrative Assistant I	\$37,000.00	\$0.00	\$37,000.00	\$0.00
CAPTAIN	\$212,634.85	\$0.00	\$212,634.85	\$0.00
Sr. Admin Hearing Officer III	\$62,000.00	\$0.00	\$62,000.00	\$0.00
Accountant II	\$42,137.00	\$0.00	\$42,137.00	\$0.00
Port of Entry CMV Officers	\$0.00	\$443,251.08	\$443,251.08	\$0.00
Salary Subtotal	\$4,810,388.63	\$443,251.08	\$5,253,639.71	\$0.00
All MCSAP Staff	\$509,969.10	\$0.00	\$509,969.10	\$0.00
Overtime subtotal	\$509,969.10	\$0.00	\$509,969.10	\$0.00
Personnel total	\$5,320,357.73	\$443,251.08	\$5,763,608.81	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CAPTAIN	\$85,083.76	\$0.00	\$85,083.76	\$0.00
Administrative Program Officer II	\$18,054.00	\$0.00	\$18,054.00	\$0.00
Accountant II	\$21,026.36	\$0.00	\$21,026.36	\$0.00
Sr. Administrative Hearing Officer III	\$35,960.00	\$0.00	\$35,960.00	\$0.00
MAJOR	\$31,600.17	\$0.00	\$31,600.17	\$0.00
MCSAP Data Analyst	\$40,170.00	\$0.00	\$40,170.00	\$0.00
New Entrant Program Manager & Grant Writer	\$41,858.78	\$0.00	\$41,858.78	\$0.00
LIEUTENANT	\$238,370.03	\$0.00	\$238,370.03	\$0.00
TROOPER	\$1,088,535.62	\$0.00	\$1,088,535.62	\$0.00
CIVILIAN AUDITOR	\$157,528.80	\$0.00	\$157,528.80	\$0.00
Administrative Program Officer IV	\$29,227.20	\$0.00	\$29,227.20	\$0.00
Administrative Program Officer II	\$24,174.00	\$0.00	\$24,174.00	\$0.00
Administrative Assistant I	\$19,832.00	\$0.00	\$19,832.00	\$0.00
Port of Entry CMV Officer	\$0.00	\$0.00	\$0.00	\$0.00
Administrative Assistant II	\$24,650.14	\$0.00	\$24,650.14	\$0.00
Fringe Benefits total	\$1,856,070.86	\$0.00	\$1,856,070.86	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Data Quality Workshop	\$4,000.00	\$0.00	\$4,000.00	\$0.00
COHMED	\$7,000.00	\$0.00	\$7,000.00	\$0.00
CVSA Spring Workshop	\$13,000.00	\$0.00	\$13,000.00	\$0.00
CVSA Fall Leadership Conference	\$11,000.00	\$0.00	\$11,000.00	\$0.00
NAIC	\$6,000.00	\$0.00	\$6,000.00	\$0.00
FMCSA Grant Planning Meeting	\$7,500.00	\$0.00	\$7,500.00	\$0.00
National Road Check Week	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Travel Training	\$30,000.00	\$0.00	\$30,000.00	\$0.00
SA/CR Quarterly Meetings	\$6,000.00	\$0.00	\$6,000.00	\$0.00
SA/CR Program Travel	\$11,000.00	\$0.00	\$11,000.00	\$0.00
Travel total	\$105,500.00	\$0.00	\$105,500.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicles	\$0.00	\$0.00	\$0.00	\$634,476.00
Vehicle for Civilian Safety Auditor	\$46,000.00	\$0.00	\$46,000.00	\$0.00
Equipment total	\$46,000.00	\$0.00	\$46,000.00	\$634,476.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Inspection Supplies	\$107,464.00	\$0.00	\$107,464.00	\$0.00
New Vehicle Police Package	\$0.00	\$0.00	\$0.00	\$480,000.00
Office Supplies	\$75,010.67	\$0.00	\$75,010.67	\$0.00
Law Enforcement Supplies	\$73,291.74	\$0.00	\$73,291.74	\$0.00
Computers for Troopers	\$100,000.00	\$0.00	\$100,000.00	\$0.00
Supplies total	\$355,766.41	\$0.00	\$355,766.41	\$480,000.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
ESRI Data Analysis Software	\$16,000.00	\$0.00	\$16,000.00	\$0.00
ODOT	\$98,500.00	\$0.00	\$98,500.00	\$0.00
AT&T & Verizon	\$70,000.00	\$0.00	\$70,000.00	\$0.00
Standley Savin Copier	\$10,000.00	\$0.00	\$10,000.00	\$0.00
RegScan	\$46,505.00	\$0.00	\$46,505.00	\$0.00
Iteris	\$109,000.00	\$0.00	\$109,000.00	\$0.00
Contractual and Subaward total	\$350,005.00	\$0.00	\$350,005.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicle parts, repairs, etc.	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Miscellaneous	\$5,000.00	\$0.00	\$5,000.00	\$0.00
CVSA Membership Dues	\$14,800.00	\$0.00	\$14,800.00	\$0.00
COHMED Conference Registration Fees	\$3,000.00	\$0.00	\$3,000.00	\$0.00
CVSA Spring Workshop Registration	\$6,000.00	\$0.00	\$6,000.00	\$0.00
CVSA Fall Leadership Conference	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Fuel & Maintenance Costs	\$330,271.00	\$0.00	\$330,271.00	\$0.00
Other conference/training registration fees	\$5,000.00	\$0.00	\$5,000.00	\$0.00
CVSA Data Quality Conference	\$3,000.00	\$0.00	\$3,000.00	\$0.00
Other Costs total	\$388,071.00	\$0.00	\$388,071.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$8,421,771.00	\$443,251.08	\$8,865,022.08	\$1,114,476.00
Total Costs Budgeted	\$8,421,771.00	\$443,251.08	\$8,865,022.08	\$1,114,476.00

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,421,771.00	\$443,251.00	\$8,865,022.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,329,753.00
MOE Baseline:	\$1,077,371.67

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$4,810,388.63	\$443,251.08	\$5,253,639.71	\$0.00
;;;Overtime Subtotal	\$509,969.10	\$0.00	\$509,969.10	\$0.00
Personnel Total	\$5,320,357.73	\$443,251.08	\$5,763,608.81	\$0.00
Fringe Benefits Total	\$1,856,070.86	\$0.00	\$1,856,070.86	\$0.00
Travel Total	\$105,500.00	\$0.00	\$105,500.00	\$0.00
Equipment Total	\$46,000.00	\$0.00	\$46,000.00	\$634,476.00
Supplies Total	\$355,766.41	\$0.00	\$355,766.41	\$480,000.00
Contractual and Subaward Total	\$350,005.00	\$0.00	\$350,005.00	\$0.00
Other Costs Total	\$388,071.00	\$0.00	\$388,071.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$8,421,771.00	\$443,251.08	\$8,865,022.08	\$1,114,476.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$8,421,771.00	\$443,251.08	\$8,865,022.08	\$1,114,476.00

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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? Tim Tipton
2. What is this person's title? Department of Public Safety Commissioner
3. Who is your Governor's highway safety representative? Tim Tipton
4. What is this person's title? Department of Public Safety Commissioner

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

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

State Certification declaration:

I, Tim Tipton, Department of Public Safety Commissioner, 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 3 - 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? Tim Tipton
2. What is the title of your certifying State official? Department of Public Safety Commissioner
3. What are the phone # and email address of your State official? 405-425-2001 Tim.Tipton@dps.ok.gov

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

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

I, Tim Tipton, certify that OKLAHOMA 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.

Part 5 Section 4 - 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
HB2750	11/01/2023	47 os 6-110	Drivers License issued by 3rd parties https://legiscan.com/OK/text/HB2750/2023
HB1962	11/01/2023	47 os 6-105	Creates farm driving permits for 14 year old or older https://legiscan.com/OK/text/HB1962/id/2804107
HB2166	05/11/2023	47 os 173.1	Creates Motor Carrier Regulations Task Force evaluating & recommending the feasibility in combining several State Agencies who regulate & enforce motor carriers. https://legiscan.com/OK/text/HB2166/2023
SB623	07/01/2023	multiple	Moves certain powers / functions for DPS to Service Oklahoma. https://legiscan.com/OK/text/SB623/2023
SB682	05/01/2023	47 os 6-111	Removes certain non-domiciled commercial learner permit or driver license conditions. https://legiscan.com/OK/text/SB682/id/2790886

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☐ Yes ☒ No

	OKLAHOMA HIGHWAY PATROL WRITTEN DIRECTIVE		
<i>Directive Type:</i>	Chief's Directive	<i>Number:</i> 2022-03	
<i>Subject:</i>	Commercial Motor Vehicle Enforcement Program	<i>Effective Date</i> 07/15/22	<i>Date Revised</i> --
<i>Signature:</i>			
<i>Related Forms or Directives:</i>			
<i>Instructions:</i>	This directive shall be regarded as an order from the Chief of Patrol and retained as a temporary addendum to the OHP Operations Manual for a period of one (1) year until permanent policy can be established.		

I. Purpose: To establish commercial motor vehicle traffic enforcement guidelines to enhance traffic safety and reduce commercial motor vehicle collisions on all Oklahoma roadways.

II. Definitions

A. Commercial Motor Vehicle- Commercial motor vehicle means any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle—

1. Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or
2. Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
3. Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
4. Is used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, subtitle B, chapter I, subchapter C.

III. Policy – Troopers assigned to field troops A-M and turnpike troops shall take probable cause enforcement action on no less than sixteen (16) commercial motor vehicles during any 28-day cycle.

- A.** Enforcement action taken pursuant to those stops will be based on the circumstances of the law enforcement encounter, as there are often a number of acceptable and effective ways of accomplishing the purpose of the law.
- B.** It is recognized that extended leave, training, additional duty assignments, etc. may affect a trooper's ability to perform traffic enforcement functions during any part of a 28-day cycle. Supervisory personnel shall take such leave and assignments into consideration when determining adherence to this directive.
- C.** The commercial motor vehicle's vehicle identification number (VIN) and US Department of Transportation (USDOT) number shall be included on any issued citation or warning.
- D.** Troopers shall document their daily number of commercial motor vehicle citations and warnings in the comments section of the timesheet.

THIS CHIEF'S DIRECTIVE SHALL BE EFFECTIVE FOR ONE (1) YEAR OR UNTIL A PERMANENT DEPARTMENT POLICY IS ESTABLISHED. VIOLATIONS OF THE PROVISIONS PRESCRIBED IN THIS DIRECTIVE MAY RESULT IN DISCIPLINARY ACTION, INCLUDING DISCHARGE FROM EMPLOYMENT.

END OF DIRECTIVE



IOWA MVE MODEL

Based on the groundbreaking work with TAT materials done by the Iowa Motor Vehicle Enforcement (Iowa MVE) agency, the Iowa MVE Model organizes law enforcement and state agencies to utilize entry points into the trucking and bus industries (BOTL) to spread the TAT anti-trafficking message. Help us by activating the appropriate government agencies in outreach work to both industries by adopting the following guidelines:

- Train MVE/CVE and/or law enforcement officers with TAT LE training DVD.
- Stock weigh stations, ports of entry and rest areas with TAT materials.
- Ensure that every CDL issued (or renewed) is accompanied with a TAT or BOTL wallet card.
- Visit truck stops with TAT materials, urging them to train employees and distribute.
- Visit bus terminals with BOTL materials, urging them to train employees and display signage.
- Implement TAT training as part of mandatory safety meetings for truck and bus companies.

In addition, states may also:

- Introduce BOTL materials to pupil transportation leadership (state DOE, school districts).
- Incorporate BOTL into statewide school bus driver curriculum.
- Use asset forfeiture funds to pay for TAT materials.
- Begin collecting data of interdiction stops that lead to human-trafficking investigations.
- Mandate anti-trafficking training for CDL schools.

Help us mobilize the trucking industry to combat human trafficking. Send an email to tat.truckers@gmail.com for more information.

MAKE THE CALL. SAVE LIVES. 1-888-3737-888

TAT's Law Enforcement Training Program is supported in part by the Berger North Foundation.