

eCVSP

OKLAHOMA

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027

Date of Approval: March 02, 2026

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 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

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 2025:

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 2024 plans. States must carefully review and update this information to reflect FY 2025 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 2025 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

Instructions:

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

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

The Oklahoma Department of Public Safety (DPS) is designated by the Secretary of Public Safety under the direction of Oklahoma's Governor as the lead Motor Carrier Safety Assistance Program (MCSAP) agency. The Oklahoma Highway Patrol (OHP) Troop S – Commercial Vehicle Enforcement (Troop S) is responsible for the regulation and enforcement of the Federal Motor Carrier Safety Regulations (FMCSRs, 49 CFR Part 40, 303, 325, 350-399), Hazardous Material Regulations (HMRs, 49 CFR Parts 100-185), and Oklahoma Statute Title 47 motor vehicle laws. The State of Oklahoma adopted the FMCSRs and HMRs pertaining to motor carrier safety and hazardous materials transportation through Oklahoma Administrative Rules, Title 595 – Department of Public Safety. DPS provides Troop S with financial and material support to execute the 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 Department of Public Safety Policy 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 support the United States Department of Transport (USDOT) National Roadway Safety Strategy (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 by enforcing Oklahoma State Laws and the FMCSRs. In this pursuit, OHP will work in partnership with the Federal Motor Carrier Safety Administration (FMCSA) to improve the safety of the Nation's transportation system within Oklahoma and support the USDOT Strategic Plan (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 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 by using all available data to plan activities and executing innovative and effective enforcement strategies, and strategies within the USDOT-SP and NRSS. A review of our ongoing activities and strategies will occur every quarter to identify any adjustments that may be needed and ensure we are on task to meet or exceed our goals.

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 goal of saving lives through highway safety. Troop S will build partnerships with other State and Federal enforcement agencies, FMCSR regulated industries, the motoring public, and other entities concerned with highway safety to reduce collisions and make Oklahoma's roadway safe for all. All available resources, including education and enforcement activities, will be utilized.

Part 1 Section 3 - MCSAP Structure Explanation

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)?

Troop S – Commercial Motor Vehicle Enforcement Division is comprised of the following full-time positions unless otherwise indicated: law enforcement uniformed personnel include a Major, Captain, Lieutenants, State Troopers, and Port of Entry Officers; civilian personnel include Safety Investigators, Administrative Hearing Officer, Data Analysts, and administrative staff members. The full-time personnel conduct driver/vehicle inspections, Compliance Investigations, New Entrant Safety Audits, training, education & outreach, and data quality assurances. The number of personnel assigned/employed in Troop S fluctuates throughout the year due to permanent or temporary changes in assignment, promotions, retirements, resignations, 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 part-time to help Troop S fulfill its mission and grant goals.

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. Troop S utilizes MCSAP funds to support this commitment and dedication through various activities. First, Troop S full-time and part-time personnel are certified through the Commercial Vehicle Safety Alliance (CVSA) to conduct the North American Standard (NAS) roadside inspection on CMV drivers and equipment. NAS certified State Troopers concentrate on mobile enforcement, while Troop S civilian Safety Investigators and Port of Entry Officers (POE) concentrate on fixed-site enforcement. NAS inspections, whether occurring roadside or fixed locations, enforce the Federal Motor Carrier Safety Regulations (FMCSRs), State laws, and Oklahoma Administrative Rules. Second, all OHP State Troopers, regardless of NAS certification, conduct mobile traffic enforcement of State laws on CMVs and non-CMV. Third, Troop S has certified safety investigators who, along with their FMCSA partners, conduct Compliance 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. Troop S supervisors and administrative staff review data collection to ensure it is complete, accurate, and on time. Any discrepancies discovered 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. All Data Qs received by Troop S are reviewed and researched before responding. A response usually includes a determination if the request is approved with data correction or denied with no data correction. In some instances, a response may request additional information from the requestor before a final determination is made.

Troop S inspection personnel attend all required Troop meetings, CMV enforcement training, and inspection, CVSA, and/or FMCSR updates. Training occurs through classroom instruction, field training, webinars, TEAMS or ZOOM meetings, conference calls, and in-person conferences. Troop S is anticipating conducting several FMCSA & CVSA courses during this performance period using MCSAP grant funds. Those courses may include, but not limited to, NAS Part A and Part B, General Hazardous Materials, Hazardous Materials Cargo Tank, Other Bulk Packaging, Passenger Carrier Vehicle Inspections, Drug Interdiction Assistance Program (DIAP), and Human Trafficking. Troop S has several FMCSA National Training Center (NTC) and CVSA certified instructors who instruct these courses. These certified instructors not only teach in Oklahoma but 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 private industry. CVSA aims to achieve uniformity, compatibility, and reciprocity of certified CMV inspectors and enforcement 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. Oklahoma will support and participate in CVSA inspection and enforcement activities such as International Road Check, Operation Airbrake/Brake Safety Week, Operation Safe Driver, and all other pertinent CVSA initiatives or activities. Oklahoma will also participate in various traffic enforcement-related initiatives, events, and/or activities sponsored by the National Highway Traffic Safety Administration (NHTSA) and/or Oklahoma Highway Safety Office (OHSO) to support our goal of reducing collisions.

Troop S assesses civil penalties to motor carriers for violations cited during a NAS inspection that meet the CVSA out-of-service criteria. Troop S is continuing its attempt to implement an intrastate motor carrier Compliance Investigation program during this performance period and will use civil penalties as an enforcement tool.

Part-Time Inspection Personnel

Some Troopers from various field Troops throughout the State are assigned to Troop S on a part-time basis. Troopers who are assigned to Troop S part-time as an additional duty must obtain and maintain NAS inspector qualifications through CVSA. These part-time positions provide Troop S with additional resources and enforcement throughout the State. Troopers conduct inspections through CMV random inspection selection and mobile traffic enforcement on observed 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 want to transfer into Troop S on a full-time assignment. Troop S utilizes this program much like the workforce development within the USDOT SP. The value of these part-time programs is significant when recruiting, developing, training, and retaining highly skilled & motivated personnel when full-time positions become available. Initially, part-time personnel are trained in NAS Level 1 inspections but are allowed to further their training through CVSA General Hazardous Material and CVSA Cargo Tank courses when offered at Troop S. DPS may seek reimbursement from FMCSA for their eligible activities or use their eligible hours to meet out maintenance of effort (MOE).

The part-time inspection personnel are broken down into three categories: Turnpike Commercial Vehicle Traffic Enforcement Program (TCVTEP), Traffic Trooper Enforcement Program (TTEP), and Commercial Vehicle Traffic Enforcement Program (CVTEP). The TCVTEP began in July 2021 consisting of 4 PTE positions. These PTEs are assigned to an Oklahoma Turnpike, reporting to the Turnpike chain-of-command, focusing on CMV enforcement but still have non-CMV enforcement/response duties of a Turnpike Trooper. Oklahoma Turnpikes have a high CMV crash occurrence due to the large amount of CMV traffic on our Turnpikes. Troop S created this program to help reduce crashes involving CMVs on the Turnpike system.

The TTEP program is the first tier in the career path to transfer into Troop S full-time. Every Trooper who completes the initial CVSA NAS certification requirements enters the program and remains if they continue to maintain annual certification requirements. TTEP Troopers remain in their assigned field Troop's chain of command with no official personnel order from the Chief's Office as an additional duty assignment. These Troopers conduct the normal duties of a Trooper to include non-CMV & CMV traffic enforcement activities. TTEP Troopers focus primarily on CMV driver behavior and equipment violations for most of their NAS inspections. The CVTEP is the second tier in the career path. Assignment into the CVTEP is through a personnel order from the Chief's Office as an additional duty assignment, part-time assignment. CVTEP Troopers still report to their assigned field Troop's chain of command but are also allowed to be used in Troop S activities when requested. Troop S to utilize these Troopers during special emphases and other CMV enforcement activities when needed. Troopers in the CVTEP program must maintain CVSA certification requirements plus additional inspection numbers required by Troop S to stay in this tier. All NAS certified part-time personnel, regardless of their tier, are provided the necessary training and equipment to conduct NAS inspections by Troop S. At the close of each annual certification cycle, Troop S reviews each inspector's numbers to ensure certification requirements are met. Any Trooper not meeting certification requirements is removed from the respective program, all equipment returned, and access to FMCSA and inspection programs & databases removed.

Port of Entry (POE)

Port of Entry (POE) inspectors are employed as DPS law enforcement officers, assigned to OHP Troop S, conducting NAS inspections. POE inspectors report to a fixed site port of entry or weigh station with some mobile enforcement activities near the fixed site when necessary. All POE inspectors are first certified NAS Level 1, then General Hazardous Materials, and Hazardous Material Cargo Tank as soon 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. Troop SO 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. Troop S offers FMCSA's Drug Interdiction Assistance Program (DAIP) training and refresher training to FTEs and PTEs as needed in support of the NRSS. As a result of this training, Troop S FTEs are knowledgeable in the indicators of criminal activity involving illegal transportation of drugs and human trafficking. FTEs use this knowledge during CMV inspections to help detect when criminal activity maybe afoot. Additionally, Troop S has several FTEs who actively work DIAP special emphases each month in conjunction with Troop SO and the US Drug Enforcement Agency.

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/smuggling, traffic enforcement on CMVs and non-CMV (with violations around CMVs), work zones, and high collision corridors. Troop S uses available data on CMV activity, incidents, or collisions to determine when and where emphases are conducted.

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 Vehicle transportation, drug interdiction, and human trafficking/smuggling. Troop S will also conduct premium pay activities in high crash corridors, work zones, areas with a high traffic number of CMVs traveling, 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. The use of premium pay shifts not only supports the goals of Troop S, OHP, and DPS in reducing crashes but also supports the goals of USDOT SP and NRSS.

ADVISEMENT:

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 of 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 exempt from paying state income tax – even if they live on privately owned land purchased from non-Indians 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

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	123
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	63
Traffic Enforcement Activities	31
Investigations*	9
Public Education and Awareness	9
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 2025 - 2027 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

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 2019 - 2023

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			
01/01/2023	12/31/2023	85	95	85
01/01/2022	12/31/2022	90	97	90
01/01/2021	12/31/2021	112	99	112
01/01/2020	12/31/2020	97	101	97
01/01/2019	12/31/2019	103	107	103

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			
01/01/2023	12/31/2023	2	0	2
01/01/2022	12/31/2022	2	0	2
01/01/2021	12/31/2021	2	0	2
01/01/2020	12/31/2020	1	0	1
01/01/2019	12/31/2019	2	0	2

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			
01/01/2023	12/31/2023	0	3	0
01/01/2022	12/31/2022	1	3	1
01/01/2021	12/31/2021	2	3	2
01/01/2020	12/31/2020	2	3	2
01/01/2019	12/31/2019	1	3	1

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

Data Source: A&I Crash Statistics Visualization Tool on 07/29/2024. The Visualization Tool was utilized based on the ability to query years 2019 through 2023 and breakdown the data for further analysis.

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

Difficulties encountered regarding goals and outcomes:

1- The biggest challenge Oklahoma faced, and continues to work towards getting back on track, is with our CMV crash reporting timeliness. In 2022, several events played a role in Oklahoma's decline in crash reporting. First in February, through an IT modernization effort, the Oklahoma Department of Public Safety (DPS) began the process of moving collision data from Main Frame, the previous records management system, to the new enterprise solution for data, D360. During the transition, an error occurred that prevented collisions from being processed and entered into SafetyNet. In November 2022, Oklahoma transferred crash and motor vehicle records management responsibilities from DPS to a new state agency, Service Oklahoma (SOK). While most DPS employees in records management along with their job responsibilities transferred to SOK, the transition was not seamless and did create some additional reporting issues. Troop S created and submitted a corrective action plan regarding our SSDQ data quality and has made great strides in its implementation. As of July 1, 2024, Oklahoma's CMV collision reporting is current with all past static CMV reportable collisions reviewed and entered into SafetyNet. Oklahoma is in the process of implementing a statewide electronic collision reporting system, the Oklahoma Crash Electronic Reporting System (OCERS). OCERS is the official collision reporting record but is not fully implemented by every collision investigation law enforcement agency yet but will be once training is completed. OCERS is already in use by multiple law enforcement agencies including the Oklahoma Highway Patrol, Oklahoma City Police Department, and Tulsa Police Department. These agencies are the top CMV collision investigation agencies in Oklahoma. OCERS will help with crash data timeliness, reduce discrepancies in reporting, and provide better data for crash analysis in Oklahoma.

2- Large truck and bus collision data discrepancies in A&I. Oklahoma will utilize collision data found in A&I Crash Statistics Visualization Tool for the eCVSP and quarterly reporting. There appears to be a discrepancy in the available data on A&I. Reviewing collision data from the Visualization Tool (VT) does not match the data in the A&I Activity Dashboard (AD). Examples: CY 2020 VT data shows 97 fatal collisions while AD shows 82; CY 2021 both VT and AD data shows 112 fatal collisions, CY 2022 VT data shows 90 fatal collisions while AD shows 111, CY 2023 VT data shows 85 fatal collisions while AD shows 86. It is unknown why there is a discrepancy in the collision data, but to ensure consistency and the ability to break down the data for further analysis, the Visualization Tool will be used.

Narrative Overview for FY 2025 - 2027**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.

Beginning in FFY 2025, Oklahoma will work towards a collision reduction goal of 5% per year, with an ultimate reduction goal of 15% by the end of the 3rd year CVSP cycle, FFY 2027. The baseline utilized for our reduction goals will be CY 2022 collision data. CY 2023, while more current, will not be used due to Oklahoma's collision reporting issues that began that year. While every effort was made to ensure the CY 2023 data is accurate, there is always a possibility some data may have been lost in the IT modernization and agency transition. Oklahoma is confident the CY 2022 collision data is accurate and therefore will use this year as the baseline.

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 number 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.

National statistics indicate fatal crashes involving trucks weighing 10,001 and 14,000lbs. have greatly increased. These trucks, in certain instances, present an obstacle for Oklahoma when not involved with interstate commerce. Oklahoma's current intrastate commerce applicability does not include trucks or combinations 26,000lbs or less, unless the CMV is a passenger carrier or HM transportation requiring placards. While an inspection would not be conducted on vehicles not meeting the applicability requirements, OHP Troopers still have authority to stop any vehicle violating state traffic laws.

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 A&I shows collisions and fatalities involving large trucks and buses decreasing from CY 2019 to CY 2023, except for CY 2021 when collisions increased that year. The presumption for this increase is due to people getting back on the roadway once COVID restrictions started to rescind.

The Oklahoma Highway Patrol is responsible for investigating collisions on all interstate and defense highways, turnpikes, and all highways (roadways) outside of incorporated municipalities. OCERS is the official collision reporting record but is not fully implemented with every collision investigating law enforcement since training is still ongoing. Multiple agencies across Oklahoma already use OCERS including the top three CMV collision reporting

agencies which are the Oklahoma Highway Patrol, Oklahoma City Police Department, and Tulsa Police Departments. All collision-investigating law enforcement agencies will be required to submit collision reports through OCERS once training is completed through the Oklahoma Highway Safety Office. The goal for a full transition to OCERS is by the end of CY 2025, if not sooner.

All OCERS collision data 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 quickly. Once OCERS is fully implemented, all collision data will be readily available to Troop S for analysis. OCERS data provides real-time, or near real-time, access to crash data thus allowing better analysis of where and why collisions are occurring. Troop S will utilize this data 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-CMVs occur).

Enter the data source and capture date:

Data Source: A&I Crash Statistics Visualization Tool on 07/29/2024.

Projected Goal for FY 2025 - 2027:

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
2025	5
2026	5
2027	5

Troop S is setting a multi-year goal of reducing collisions involving large trucks and passenger carriers by 5% each calendar year with an overall reduction of 15% at the end of FFY 2027. Our goal helps support the USDOT SP and NRSS 15% reduction in the number of serious CMV collisions, 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. Collision numbers from CY 2022 will be the baseline for our goal. During CY 2022 Oklahoma had 2,838 collisions and 90 fatal collisions involving large trucks and passenger carriers. Our goal is to reduce collisions involving large trucks and passenger carriers by 142 collisions each year with a total reduction of 426 collisions at the end of FFY 2027 and reduce fatal crashes by 5 each year with a total reduction of 14 fatal collisions at the end of FFY 2027.

Program Activities for FY 2025 - 2027: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

Troop S has most 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 federal fiscal year (Oct – Sep). Roadside inspection Troopers are required to conduct mobile enforcement roadside inspections but may also work fixed-site facilities from time to time. Performance criteria for our Troopers assigned as roadside inspectors provide a minimum level of activity for the year while allowing their inspections to focus on quality over quantity. Roadside inspectors are encouraged to conduct the appropriate level of inspections based on observations made before and during the roadside inspections. Observed violations before and during the inspection play a vital role in the reduction of collisions by finding unsafe driver behavior, unsafe CMVs, non-compliant drivers, and/or non-compliant motor carriers. With the collision reduction goal in mind, Troop S strives to meet FMCSAs encouraged 25% Level 1 and 33% Level 3 NAS inspection totals. Level 3 inspections are encouraged for driver behavior or traffic enforcement issues to be observed. Based on observed violations or conditions at the time of inspection, a roadside inspector may conduct a higher NAS inspection level even when the stop was initiated by driver behavior or traffic enforcement.

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. Our part-time 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 of CMV traffic. To help reduce CMV crashes, beginning in July 2021, the OHP created the TCVTEP, a part-time position within Troop S. TCVTEP currently has several PTEs assigned to the Turnpike system, in addition to the 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.

Troop S Port of Entry Officers (POE) are assigned to conduct NAS driver/vehicle inspections at fixed locations throughout the State. POE inspectors focus on fixed site enforcement but may work CMV mobile enforcement, although rarely, near their assigned fixed site location when the fixed site is closed or when CMV violations are observed. POE inspectors are also required to maintain any additional certifications they may have such as General HM or HM Cargo Tank. Troop S civilian New Entrant Safety Investigators must conduct CVSA NAS Level 1 (32) and HM Cargo Tank (8) annually to maintain certifications. Certification inspections performed by civilian Safety Investigators unless in conjunction with a safety investigation, are performed at fixed site locations.

Troop S employs a civilian MCSAP Data Analyst (FTE) to research inspection locations, OCERS crash data, and other data sources to 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 available data, the FTE provides objective, reliable, and timely information to Troop S Command Staff for the development of crash reduction strategies and directing enforcement to high crash areas to reduce CMV-related collisions. 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. Each quarter Troop S provides specific special emphasis and premium pay shift criteria the roadside inspectors must follow when assigned to or participating in. Special emphasis and premium pay shifts focusing in or around work zones, typically require NAS certified Troopers to work 5 to 10 miles in advance of an active work zone and focus on traffic enforcement violations.

Another effort focusing on collision reduction involves both NAS-certified and non-NAS-certified Troopers. OHP Policy requires a minimum number of CMV probable cause traffic enforcement contacts per month for both NAS-certified and non-certified Troopers assigned to field Troops A-M and Turnpike Troops. The goal of the CMV Policy is to reduce crashes by changing driver behavior and enforcing traffic laws. The policy was implemented to ensure that troopers in the field 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 a lack of knowledge and understanding of CMV regulations. OHP has provided CMV traffic enforcement training on the proper enforcement actions to take during contact as a non-certified NAS inspector.

Finally, OHP contracts with the Oklahoma Department of Transportation and other work zone construction companies that provide overtime shifts to Troopers to work on major highway construction projects. While these overtime shifts are not paid through MCSAP funds or an MCSAP-eligible activity, it highlights 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.

National statistics indicate fatal crashes involving trucks weighing 10,001 and 14,000 lbs. have increased 44% from 2021 to 2022. Trucks involved in interstate commerce, particularly in this weight range, is one of FMCSA's highest priorities and a national emphasis area for FFY 2025. Oklahoma is also making this a priority during the performance period. ODOT Strategic Highway Safety Plan – November 2023, includes an emphasis area for OHP to increase roadside inspections on pickup trucks hauling trailers, commonly referred to as hotshot operations. Troop S will continue to be observant of all traffic violations but pay particular attention to unsafe driving behavior involving hotshot operations. While Oklahoma's current intrastate commerce applicability does not include hotshot operations under 26,001lbs trucks unless it involves transportation of HM requiring placards, our interstate applicability does. Regardless of whether interstate or intrastate commerce is involved, OHP Troopers have the authority to stop any vehicle violating state traffic laws.

Oklahoma's collision reduction efforts will include action items listed in the Federal Highway Administration's (FHWA) Commercial Motor Vehicle Safety in Work Zones Targeted Action Plan (FHWA CMV Plan). Troop S will partner with ODOT in identifying work zones with increased CMV-related safety issues. Identifying and prioritizing unsafe work zones will assist Troop S in determining where CMV enforcement personnel or available assets are needed. Deploying ODOT's KAPSCH trailer, equipped with USDOT readers, to those areas could assist in identifying and targeting CMVs for inspection. Troop S is considering acquiring advanced technology equipment, used by other states, to help with CMV enforcement and collision reduction efforts. One such item under consideration is the Acusensus real-time mobile camera system. This system captures and sends a picture of the driver to nearby enforcement personnel. The picture assists enforcement personnel to determine if a violation has occurred such as the CMV driver is using a handheld device or not wearing their seat belt.

In support of USDOT SP, NRSS, Oklahoma is working 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 to meet or exceed this goal by utilizing our present efforts and enhancing our efforts 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.

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

The PPR will contain:

Quarterly collision data found in A&I to help monitor the collision reduction goal progression.

Quarterly roadside inspection data found A&I to monitor inspection activities.

Quarterly OHP citation and warning data to track traffic enforcement activities issued to both CMV and non-CMV drivers to help document our crash reduction efforts.

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

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. 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 the Trend Analysis table, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2019 - 2023

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	10584	8732	10389	10237	10760
Level 2: Walk-Around	18967	13521	13890	14136	11601
Level 3: Driver-Only	5729	4990	8077	14334	15390
Level 4: Special Inspections	181	154	185	303	307
Level 5: Vehicle-Only	102	68	69	77	62
Level 6: Radioactive Materials	0	0	0	0	0
Total	35563	27465	32610	39087	38120

Narrative Overview for FY 2025 - 2027

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., SafeSpect) 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.

Troop S supports USDOT SP and NRSS by maintaining a strong statewide CMV driver/vehicle inspection program to prevent and/or remove unsafe CMVs and CMV drivers from Oklahoma roadways. Oklahoma's traffic enforcement includes an aggressive inspection program incorporated into our MCSAP efforts focusing on traffic enforcement, CMV driver behavior, and unsafe CMVs. This focus also extends to non-CMV driver behavior when around CMVs. Troop S inspectors initiate the appropriate level of the NAS inspection based on observed violations, and/or available safety history data. Troop S will attempt to meet FMCSA's suggested inspection level percentages of 25% Level 1s and 33% Level 3s. However, the level of NAS inspection conducted during the inspection is at the discretion of the inspector. Allowing inspector discretion in determining the level of inspection prioritizes inspection quality over quantity. Quality inspections are imperative for identifying unsafe drivers, unsafe CMVs, and important data collection used to identify unsafe carriers. All inspections, regardless of the level, are a core component of MCSAP and provide FMCSA invaluable data to properly assess a carrier's safety management controls using data-driven and performance-based methodology.

According to A&I, our FFY 2024 year-to-date inspection data updated on 07/26/2024, indicates Troop S has conducted 31,458 roadside inspections so far with a goal of 32,762 total roadside inspections. Oklahoma is already exceeding our projected roadside inspection goal for FFY 2024. In support of NRSS, Oklahoma will increase our overall CMV inspection goal and our CMV traffic enforcement goal for FFY 2025 by 5%, respectively. It should be noted, that at the beginning of FFY 2024, Oklahoma had 124 NAS certified personnel. As of July 1, 2024, Oklahoma has 112 NAS-certified personnel heading into FFY 2025. Reduction in NAS-certified personnel occurs due to retirements, resignations, transfers, or failure to maintain inspection certification. OHP attempts to fill open MCSAP FTE and PTE personnel as soon as possible but not always feasible due to department-wide staffing issues and/or CVSA initial training requirements.

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. In FFY 2023,

Troop S conducted 38,120 driver/vehicle inspections with 8,940 of those inspections based on traffic enforcement stops. Traffic enforcement-initiated inspections accounted for 23.4% of all inspections. This helps solidify the efforts Troop S takes to address unsafe driving behavior and other observed traffic violations to reduce CMV-related collisions.

All inspection personnel work toward achieving Oklahoma and national goal of reducing collisions and fatal collisions involving large truck and passenger carriers. 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 instances, 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 are located throughout Oklahoma to address large truck and passenger carrier collisions. Troop S roadside inspection personnel can be mobilized to any area of Oklahoma for special emphases or under the direction of Troop S leadership as the need arises. Troop S divides Oklahoma into five geographical sectors to ensure proper coverage of the state. As of July 1, 2024, the sectors and number of personnel currently assigned are as follows:

ROADSIDE INSPECTION PROGRAM*

Northeast- 1 Lieutenant with 10 FTE inspectors (Troopers)
 Southeast- 1 Lieutenant with 8 FTE inspectors (Troopers)
 Northwest- 1 Lieutenant with 9 FTE inspectors (Troopers)
 Southwest- 1 Lieutenant with 10 FTE inspectors (Troopers)
 Central- 1 Lieutenant with 7 FTE inspectors (Troopers)

Port of Entry (POE)

1 OHP Lieutenant with 3 FTE POE Supervisors, 14 FTE, and 1 PTE inspectors. All POE officers are non-Trooper law enforcement officers.

PTE roadside inspection personnel

31 PTEs are assigned to one of these programs: Turnpike Commercial Vehicle Traffic Enforcement Program (TCVTEP), Commercial Vehicle Traffic Enforcement Program (CVTEP), and Traffic Trooper Enforcement Program (TTEP). All PTEs are supervised by a Troop S FTE Lieutenant when conducting MCSAP activities.

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. PTEs with prior authorization can be mobilized to assist with MCSAP-related activities or special emphasis such as Road Check. The PTEs enhance our CMV enforcement program and play a vital role in meeting our CVSP goals. 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 1 Troop S FTE Lieutenant.

All personnel involved in the New Entrant Program and Compliance Investigation Program are FTEs and are required to maintain driver/vehicle inspection certifications. The Troopers assigned to these programs 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.

Other MCSAP roadside personnel include:

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).

1 PTE roadside inspector assigned to wrecker services under Troop S. This is a non-MCSAP role, but the PTE maintains NAS certification and is used for MCSAP activities when needed.

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.

*The FTE positions fluctuate throughout the grant period based on transfers in and out of Troop S, retirements, and promotions. 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 attempting to hire additional FTE POE Officers to fill vacancies.

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. TAT training can be either in-person, virtual, or web-based. TAT also provides human trafficking refresher training as needed. Oklahoma is certified as an Iowa Motor Vehicle Enforcement Model - TAT agency. Throughout the year Troop S Troopers visit weigh stations, ports of entry, truck stops, and bus terminals around Oklahoma providing TAT materials for distribution. A link to the TAT website is available on the Troop S website and we have TAT contact/reporting information printed on our roadside inspection report to raise awareness, provide resource information, and report information on human trafficking or human smuggling. Troop S takes human trafficking seriously and is always watching for indicators of trafficking and/or smuggling during roadside inspections and throughout their daily activities. Additionally, Troop S personnel provide TAT information during safety talks when appropriate. All New Entrant Safety Audits and Compliance Investigations included a brief explanation of human trafficking and how to report suspected activities in the report's recommendation section.

All Troopers, NAS-certified and non-NAS-certified, are trained in drug interdiction enforcement during their Patrol School and refresher training throughout their employment. There are currently several Troopers (TTEP PTEs) who are assigned full-time to Troop SO - Special Operations / Criminal Interdiction. Troop SO 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. Troop S offers FMCSA's Drug Interdiction Assistance Program (DAIP) training and refresher training to FTEs and PTEs as needed in support of the NRSS. As a result of this training, Troop S FTEs are knowledgeable in the indicators of criminal activity involving illegal transportation of drugs and human trafficking. FTEs use this knowledge during CMV inspections to help detect when criminal activity may be afoot. Additionally, Troop S has several FTEs who actively work DIAP special emphases each month in conjunction with Troop SO and the US Drug Enforcement Agency.

Hazardous Materials Enforcement and Inspections

Troop S has taken great strides over the past few years to enhance our HM program. In FFY 2023, Troop S conducted 3,573 HM inspections. In the first 3 quarters of FFY 2024, Troop S has conducted 3,441 HM inspections. Troop S currently has 3 FTEs who are NTC/CVSA-certified HM instructors. Having FTEs who are subject matter experts in HM inspection and Hazardous Material Regulations greatly benefits our HM enforcement activities. These instructors have taken the initiative to better educate Troop S FTEs and PTEs on HM inspections and issues. Troop S provides NTC/CVSA HM certification courses along with annual refresher courses during each performance period. Troop S provides FTEs and PTEs access to CVSA online training courses to help further educate our personnel on HM as well as other inspection topics. Educational opportunities offered through our instructors and CVSA have not only helped increase knowledge and understanding of the HMRs but also ease anxiety typically associated with HM. Troop S will continue to offer NTC/CVSA HM certification courses and refresher courses throughout the year.

All FTEs and PTEs certified in HM are encouraged to conduct HM inspections when possible. HM inspections are a critical component in reducing collisions 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 the 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. Most of the HM placard motor carriers and all complex HM motor carriers in the New Entrant Program requiring a Safety Audit are assigned to the New Entrant HM specialist. The HM specialist is a vital asset to our New Entrant Program based on his knowledge, training, and experience in HM, New Entrant Safety Audits, and as a previous Compliance Investigator. The HM specialist helps promote a safe transportation system for all users by verifying every New Entrant HM 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 needed. Troop S will consider sending their compliance investigators to the cargo tank facility review (CTFR) course when all prerequisite courses and the CTFR courses are made available.

Performance-Based Brake Test system

Troop S purchased a portable Performance-Based Brake Tester (PBBT) system using FY 2022 BIL funding. The PBBT is a machine that assesses the performance and capability of brakes on CMVs. Troop S, through a partnership with the Kansas

Highway Patrol, provided several FTE roadside inspectors with the required certification training for the PBBT system. The PBBT system is deployed multiple times throughout the performance period as a tool to identify and remove CMVs with unsafe braking from the roadway. The PBBT system is used during special emphasis, at the Ports of Entry locations, and various locations throughout Oklahoma when needed. The PBBT system is an additional tool Troop S uses towards our goal of reducing CMV crashes by identifying CMV braking systems not working correctly and removing the CMV from service.

KAPSCH Trailer

In partnership with the Oklahoma Department of Transportation (ODOT), ODOT has purchased 1 KAPSCH enforcement trailer which they allow Troop S access to when requested. The KAPSCH enforcement trailer is a self-contained trailer equipped with a generator for power, and data collection technology that includes a license plate reader & USDOT reader camera with the ability to 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 trailer has multiple uses with or without a Trooper present or nearby. When Troopers are working at or near the trailer, transmitted data is used to assist Troopers with CMV inspection selection through electronic screening after reading the license plate and USDOT number. The deployed trailer without a Trooper present collects and stores data that can be analyzed later. The collected data helps determine when CMV activity is most prevalent including the date, times, and frequency of motor carriers operating with high safety scores or under Federal Out of Service Orders. This data provides Troop S with the ability to identify the best time and location to deploy saturation enforcement to reduce crashes. Troop S currently has several FTEs trained in deploying the trailer.

President Biden's Executive Order 13985 Advancing Racial Equality 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 equality, bias-free communities, and promoting zero tolerance for unprofessional behavior.

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

Except for 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 operating under a Federal Out of Service order with an Imminent Hazard and/or Unsatisfactory/Unfit order. Before purchasing InSpec, our OOS catch rate was below 85%. Since implementing InSpec our catch rate for carriers operating with an Imminent Hazard and/or Unsatisfactory/Unfit Federal Out-of-Service order is 100%. Troop S has maintained a 100% catch rate for these specific OOS orders in FFY 2022, FFY 2023, and FFY 2024. The benefit of this system is it checks the carrier's profile in real-time, giving the inspector up-to-date information regarding the carrier's status and providing 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, that CDLIS is being checked during the inspection. When CDLIS is checked through the InSpec program, it alerts the inspector of the prohibited status when indicated. As of July 1, 2024, FMCSA data indicates Oklahoma's DACH driver catch rate is 99%.

Electronic Logging Devices (ELD)

All inspectors are required to verify ELDs, when applicable, using the eRODS program. The eRODS program is installed on every NAS-certified inspector's computer along with training in the use of the eRODS program and ELD requirements. Troop S provides updated eRODS and ELD training on an annual basis. The preferred telematics method is transfer utilizing webservices. The "local" transfer method utilized is Bluetooth.

Truck Parking

ODOT is responsible for the construction and maintenance of Oklahoma's transportation infrastructure and the appropriate state agency to address the truck parking issue. DPS supports ODOT in its quest to resolve any safety issue including truck parking. The lack of truck parking options in Oklahoma forces drivers to park in locations that pose a risk to everyone on our roads including the drivers resting in parked CMVs. Drivers who are unable to find adequate parking options at rest areas or truck stops are using the roadway shoulders, exit/entrance ramps, and parking lots not built to support CMVs. OHP

personnel help ODOT’s quest by identifying areas where truck parking is a safety issue, directing truck drivers to the nearest parking locations, and enforcing parking laws, especially in areas where safety is jeopardized. According to ODOT’s Oklahoma Freight Transportation Plan 2023-2030, Oklahoma’s current CMV parking inventory consists of roughly 166 private truck stops and 24 state-owned facilities with CMV parking options. Most truck parking options are located along the interstate system which is where the greatest demand is. While safety is the top priority in addressing truck parking issues, economic loss due to time & money spent looking for parking or traveling to the nearest available location cannot be overlooked. An industry-focused parking survey was conducted in 2022 using the MetroQuest platform. One question in this survey indicated 53% of respondents rated the availability of truck parking in Oklahoma as “Poor”. ODOT is currently reviewing the survey results, input from the Freight Advisory Committee, and relevant parking data sources. After review, ODOT will explore potential strategies to address identified needs. DPS will continue to support ODOT with addressing truck parking issues especially where roadway safety is concerned.

Vulnerable Road Users

Vulnerable Road Users (VRU) are “those unprotected by an outside shield, as they sustain a greater risk of injury in any collision with a vehicle and therefore highly in need of protection against such collisions” as described by the National Safety Council. VRUs in this description include but are not limited to pedestrians, roadway workers, bicyclists, nonmotorized modes of transportation, and people who use mobility devices such as wheelchairs. According to data listed in the ODOT Strategic Highway Safety Plan – November 2023, 115 people were killed while walking, bicycling, or rolling (VRUs) in 2021, reaching its highest number in the last decade. Most VRU serious injury or fatal collision involvement occurred on city streets. Fatalities and serious injuries occurring within defined work zones accounted for 2% and 1% of all pedestrian and bicyclist injuries, respectively. DPS utilizes NRSS Safe System Approach elements to help reduce all Oklahoma collisions, including VRU involved. Throughout the year DPS, OHSO, and ODOT all partner together on public awareness multi-media and enforcement campaigns. The targeted campaigns focus on public education, encouraging responsible driving & VRU behaviors, and enforcement. DPS was implemental in pushing for Oklahoma’s Move Over Law, requiring motorists to slow down and move over for emergency vehicles, construction vehicles, and tow trucks displaying flashing lights. The law and enforcement are key in reducing VRU-involved collisions.

Projected Goals for FY 2025 - 2027

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. For FY 2025, 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: 112

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9400	700	0	10100	29.36%
Level 2: Walk-Around	10000	2000	0	12000	34.88%
Level 3: Driver-Only	12220	0	0	12220	35.52%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	80	80	0.23%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	31620	2700	80	34400	

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 2025 - 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 2025:	

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: OKLAHOMA DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 112					
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	9400	700	0	10100	29.36%
Level 2: Walk-Around	10000	2000	0	12000	34.88%
Level 3: Driver-Only	12220	0	0	12220	35.52%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	80	80	0.23%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	31620	2700	80	34400	

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

Troop S inspection goals for FFY 2025 exceeds the minimum numbers for Level 1 (25%) and Level 3 (33%) inspections.

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 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	34400	0	0	34400
Enter total number of certified personnel	112	0	0	112
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	34400	0	0	34400
Enter total number of certified personnel	112	0	0	112

Part 2 Section 4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The 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 2019 - 2023

Investigative Types - Interstate	2019	2020	2021	2022	2023
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	3	11	9	3	1
CSA On-Site Focused/Focused CR	9	18	7	6	4
CSA On-Site Comprehensive	16	12	14	9	10
Total Investigations	28	41	30	18	15
Total Security Contact Reviews	0	1	1	0	0
Total Terminal Investigations	3	7	9	3	2

Investigative Types - Intrastate	2019	2020	2021	2022	2023
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)	0				
CSA Off-Site					
CSA On-Site Focused/Focused CR	1	0	0	2	
CSA On-Site Comprehensive	6	5		0	0
Total Investigations	7	5	0	2	0
Total Security Contact Reviews					
Total Terminal Investigations		0	1	0	2

Narrative Overview for FY 2025 - 2027

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 2025 - 2027

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2025 - 2027.

Projected Goals for FY 2025 - 2027 - Investigations						
Investigation Type	FY 2025		FY 2026		FY 2027	
	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	10	1	10	1	10	1
CSA On-Site Comprehensive	10	1	10	1	10	1
Total Investigations	20	2	20	2	20	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.

Oklahoma appreciates FMCSA’s challenge to States to increase the number of interstate carrier investigations by 20%. Oklahoma will increase the FFY 2025 goal by 10% based on several factors. FMCSA Division Office assigns interstate motor carrier investigations to our FTEs as well as their own Safety Investigators. Interstate motor carrier assignments are not always available for our FTEs. All FTEs assigned to conduct motor carrier investigations are certified Troopers/law enforcement officers. This requires FTEs 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. Our FTEs in the compliance investigation program are Troopers. In addition to their motor carrier investigation assignments, they are required to be on the Troop S on-call week rotation schedule, and when needed, assigned to other activities such as weather-related events, and criminal or civil emergencies. The additional duties of our FTEs reduce the number of investigations they can complete within the performance period when compared to FMCSA SIs. Oklahoma is increasing the overall compliance investigation goal by 10% to include both interstate and intrastate investigations. The baseline for this increase will be the FFY 2024 goal of 18 interstate, and 2 intrastate, for a total of 20 compliance investigations. Our FFY 2025 goal will be 20 interstate, and 2 intrastate, for a total of 22 compliance investigations. Our increase is less than FMCSA’s challenge, but considering everything OHP and Troop S require of the FTES plus the complexity of some motor carrier investigations that may require extra time dedicated to properly conduct Compliance Investigations, Record Consolidation Orders, Voluntary Record Consolidations, and when necessary, Enforcement Cases, we consider our goal within reason.

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

Troop S will conduct compliance investigations on interstate carriers assigned by FMCSA and intrastate carriers assigned by Troop S. All assignments are made in accordance with 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 FTEs 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. Our FTEs in the compliance investigation program are Troopers. In addition to their motor carrier investigation assignments, they are required to be on the Troop S on-call week rotation schedule, and, when needed, assigned to other activities such as weather-related events, and criminal or civil emergencies. The additional duties of our FTEs reduce the number of investigations they can complete within the performance period when compared to FMCSA SIs.

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 subject to non-frivolous complaints made against them and per FMCSA or Troop S policy. The complexity of some motor carrier investigations may require extra time dedicated to properly conducting Compliance Investigations, Record Consolidation Orders, Voluntary Record Consolidations, and when necessary, Enforcement Cases. During FFY 2025, our FTEs will conduct Compliance Investigations on interstate HM carriers when assigned by the FMCSA Division Office, and intrastate HM carriers when needed. Compliance Investigators are also cross-trained in New Entrant Safety Audits. So far, Oklahoma has not used these FTEs to conduct Safety Audits. FTEs received the training in case there is ever a need based on a carrier's location or coming due date.

All Compliance Investigators attend quarterly meetings with our New Entrant Safety Auditors and 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 FMCSA Southern Service Center.

As of July 1, 2024, Oklahoma's Compliance Investigation program has 2 FTE Troopers certified to conduct Compliance Investigations. Both FTEs have passed the minimum years of service required for retirement. It is unknown when either FTE will retire but could affect our goal if it occurs in the performance period. Over the years, our number of FTEs in the Compliance Investigation Program has fluctuated for various reasons. Most past FTEs have retired, some FTEs have requested 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 does conduct intrastate motor carrier Compliance Investigations. FTEs are primarily assigned to interstate motor carriers with a few intrastate investigation assignments as needed. Troop S will continue to conduct intrastate Compliance Investigations in FFY 2025 through FFY 2027.

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. These activities are tracked through A&I and will be reported to FMCSA in our Performance Monitoring Report.

Part 2 Section 5 - Traffic Enforcement

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 2019 - 2023

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		
10/01/2022	09/30/2023	8934	1557
10/01/2021	09/30/2022	9172	2423
10/01/2020	09/30/2021	6408	3850
10/01/2019	09/30/2020	5507	6214
10/01/2018	09/30/2019	8866	10041

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		
10/01/2022	09/30/2023	53400	53400
10/01/2021	09/30/2022	15409	15409
10/01/2020	09/30/2021	7380	7380
10/01/2019	09/30/2020	9736	9736
10/01/2018	09/30/2019	12530	12530

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		
01/01/2022	12/31/2023	298459	298459
01/01/2021	12/31/2022	316618	316618
01/01/2020	12/31/2021	370797	370797
01/01/2019	12/31/2020	419908	419908
01/01/2018	12/31/2019	544253	544253

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

During FFY 2023, OHP began a gradual implementation of a new electronic citation, warning, and crash reporting program. The previous system, PARIS, is being replaced with a new system, OCERS. This transition is still in progress with full implementation in FFY 2025. A few Troopers are live testing the new system, while most Troopers are still using the previous system. Oklahoma believes the information from our electronic programs is correct, but it may be possible some data may have been lost due to issues with the transition process. The McGirt ruling has created an additional 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. Any handwritten citations issued to a tribal member are not included in the tables above.

Narrative Overview for FY 2025 - 2027

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](#).

Traffic enforcement and reducing collisions is the backbone of what the OHP does and a priority to every OHP member no matter rank or assigned Troop. All Troopers are always on the lookout for non-CMVs and CMVs committing traffic violations and taking appropriate action. During the performance period, OHP will increase high visibility traffic enforcement activities in high-crash corridors and work zones to help reduce collisions. Additionally, Troop S FTE and PTE Trooper's efforts to reduce collisions extend beyond traffic enforcement to include a CMV inspection. Traffic enforcement-initiated inspections focusing on CMV driver behavior begin as NAS Level 3. In some instances, Level 3 inspections may elevate to a higher level based on other factors such as observed vehicle equipment violations. All inspections play a part in reducing collisions by finding & removing unsafe CMVs and unsafe carrier operations.

Although traffic enforcement and collision reduction have always been a priority to OHP, in 2022 OHP leadership conducted a review of OHP traffic enforcement activities. This review found that non-NAS inspection-certified Troopers were less likely to take any enforcement actions on CMVs. One main reason most Troopers were not stopping CMVs was their lack of understanding of the Federal Motor Carrier Safety Regulations or knowledge of the CMV industry. These "unknowns" made Troopers hesitant to stop CMVs even when traffic violations were observed. Once the main issue was identified, Troop S was tasked with developing and providing training to all non-certified NAS Troopers across the state. After this training was completed, the Oklahoma Highway Patrol Chief's Directive #2022-03 was issued. The Directive went 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 probable cause 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 first 3 quarters of FFY 2022, OHP averaged 2,350 CMV traffic enforcement contacts per quarter. In the 4th quarter of FFY 2022, OHP had 10,790 CMV traffic enforcement contacts. In FFY 2023, OHP averaged 13,350 CMV traffic enforcement contacts per quarter. The data shows a tremendous increase in CMV traffic enforcement actions by all Troopers that no doubt help with reducing collisions especially those involving CMVs. Based on the success of this Directive, it was replaced with OHP Policy #1500 *Commercial Motor Vehicle Traffic Enforcement Guidelines*. The Policy mirrors most of the previous Directive except the number of CMV probable cause enforcement contacts each member is required per month.

Oklahoma will utilize CMV traffic enforcement contacts with and without a NAS inspection to meet our traffic enforcement and collision reduction goals. NAS certified Troopers, FTEs & PTEs, will continue conducting CMV traffic enforcement contacts with an inspection. All Troopers who are not NAS certified will continue conducting CMV traffic enforcement activities without an inspection under Policy #1500. All traffic enforcement activities primarily focus on unsafe driver behavior issues including, but not limited to, speeding, impaired driving, distracted driving, handheld phone use & texting, occupant/driver restraint, and driver fatigue.

All drivers subject to a CMV inspection, regardless of the reason for the inspection, are checked through CDLIS for DACH violations. According to FMCSA data from July 1, 2024, Oklahoma has a 99% DACH catch rate. 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. According to FMCSA data from 06/28/2024, Oklahoma's OOS catch rate has stayed consistent over the past 3 years: FFY 2022 all OOS carriers identified 98.08%, OOS Imminent Hazard & Unsat/Unfit carriers identified 100%; FFY 2023 all OOS carriers identified 96.79%, OOS Imminent Hazard & Unsat/Unfit carriers identified 100%; FFY 2024 all OOS carriers identified 97.56%, OOS Imminent Hazard & Unsat/Unfit carriers identified 100%. Verification of USDOT information, OOS status, CDLIS, and CVIEW, are accessed through Inspect, Oklahoma's NAS roadside inspection program.

In FFY 2025, Oklahoma accepts FMCSA's challenge to increase our CMV traffic enforcement inspection goal by 10%. Our FFY 2024 traffic enforcement goal of 6,600 traffic enforcement with inspections will be the baseline used for a 10% increase resulting in an FFY goal of 7,260 traffic enforcement with inspections. In FFY 2024, Oklahoma conducted 6,913 traffic enforcement with inspection meeting its goal but not by much. Oklahoma realizes our FFY 2025 goal is less than the number of traffic enforcement with inspections conducted in both FFY 2022 and FFY 2023. Oklahoma's traffic enforcement and crash reduction efforts have not changed for FFY 2025. However, when setting this goal, there are two major factors we had to consider. First, manpower is a constant issue for OHP and Troop S. We have multiple roadside inspectors (FTEs) currently on long-term medical leave due to on-duty injuries, reducing the number of inspections conducted throughout the FFY. We lost several FTEs during FFY 2024 through either retirement, promotion, or transfer, with some delay in replacing those FTE positions. Second, we are seeing success in implementing OHP Policy #1500 requiring non-NAS certified Troopers to conduct CMV traffic enforcement each month. While we have not eliminated CMV traffic violations, our increased CMV traffic enforcement activity appears to have an impact on changing driver behavior. All OHP Troopers are reporting it is becoming more difficult to find CMV traffic violations than previously. This is a great problem to have, but it creates an issue if only historical inspection data from previous years are considered. Chief's Directive #2022-03 Commercial Vehicle Enforcement Program went into effect on July 15, 2022. This Directive required non-NAS certified Troopers to conduct a minimum number of CMV traffic enforcement contacts each month. The original Directive was replaced with OHP Policy #1500 in 2024. Oklahoma conducted the highest number of traffic enforcement with inspections in FFY 2022 at 9,172. The Directive went into effect at the end of the performance period. The number of traffic enforcement inspections began to trend down during FFY 2023 at 8,934 and continued in FFY 2024 at 6,913. Considering the above-mentioned factors and the downward traffic enforcement trend, Oklahoma is confident that the goal of 7,260 traffic enforcement inspections is challenging yet achievable. Our efforts will not only focus on CMVs but include non-CMV's 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 as part of our effort to reduce collisions.

All OHP units are equipped with radars for speed detection, and Troop S has a few handheld lidar units. Lidars are used for speed detection and include a function used to determine the following distance between targets (vehicles). All OHP Troopers are trained in impaired driving detection and several Troopers are additionally certified as Drug Recognition Experts (DRE). DREs can determine if a driver is impaired or under the influence of drugs. Troopers, or other law enforcement officers, certified as DREs assist with making drug impairment arrests when necessary and available. Troop S is considering acquiring advanced technology equipment, used by other states, to help with CMV traffic enforcement and collision reduction efforts. One such item under consideration is the Acusensus real-time mobile camera system. This system captures and sends a picture of the driver to nearby enforcement personnel. The picture could be used by enforcement personnel to determine if a CMV driver is distracted, using a handheld device, or not wearing their seat belt. The Acusensus system could be deployed to areas identified as high-crash corridors or work zones as an enforcement tool and help reduce collisions.

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 can change driving behavior through mere presence, high visibility traffic patrol, and enforcement. "Safer speeds" - OHP vigorously enforces all traffic offenses with a strong emphasis on vehicle speeds. OHP provides 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.

As of 07/01/2024, the number of FTEs involved in MCSAP-eligible traffic enforcement activities include all 57 Troopers assigned to Troop S and approximately 31 Troopers assigned to Troop S part-time. 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 certified FTEs, PTEs, and non-certified FTEs when allowed. Oklahoma maintains a higher level of motor carrier safety activities than FFY 2014 and FFY 2015, thus eligible for reimbursement of CMV traffic enforcement without an inspection and non-CMV traffic enforcement in and around CMVs. Reimbursement of these eligible activities including CMV traffic enforcement under Policy# 1500 was made possible with additional funds provided by the Bipartisan Infrastructure Law (BIL). The Directive & Policy helped change the non-NAS-certified Trooper's attitude toward CMV traffic enforcement. Increased CMV traffic enforcement is changing driver behavior, both CMV and non-CMV, making our roads safer and reducing collisions.

Note: 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. PARIS is being replaced with OCERS, a new electronic citation, warning, and collision reporting system. As of July 1, 2024, OHP has a few Troopers live testing electronic citations and warnings in OCERS. All Troopers will transition to OCERS for citations and warnings once testing is complete.

Projected Goals for FY 2025 - 2027

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. 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.

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	7260	7260	7260
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-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, new entrant safety audits, and CMV non-inspection traffic enforcements conducted in the State for Fiscal Years 2014 and 2015. The table below displays the information you input into this CVSP from those respective 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 2025 Planned Safety Activities					
Inspections	Investigations	New Entrant Safety Audits	CMV Non-Inspection Traffic Enforcement	Sum of FY 2025 Activities	Average 2014/15 Activities
34400	22	300	10000	44722	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 or OCERS (OHP enforcement and crash reporting program). CMV contacts without inspections are obtained through PARIS or OCERS the electronic citation/warning programs utilized by all OHP Troopers for reporting purposes. All OHP Troopers conduct both CMV and non-CMV traffic enforcement activities. FTEs will account for 6600 of the 7,260 inspections related to traffic enforcement inspections. During FFY 2024 & FFY 2025 performance periods, OHP is transitioning away from PARIS and will implement OCERS as the new electronic citation & warning program. All activities will be monitored, tracked, and reported in the Performance Progress Report.

Part 2 Section 6 - Safety Technology

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 Infrastructure Investment and Jobs Act (IIJA), 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 2025 - 2027

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 is currently ITD CVISN Compliant with Enhanced PRISM Participation.

While Oklahoma will work towards Leveling UP to Expanded PRISM Participation, there is a legislative hurdle to overcome before this can happen. The Oklahoma Corporation Commission (OCC) is the agency responsible for PRISM in Oklahoma. OCC issues registrations, including registrations under the International Registration Plan (IRP), for CMVs 26,001 pounds or more. OCC has the authority through Oklahoma Administrative Rule 165:30-19-18 to enforce PRISM requirements of deny/suspend registrations. Lower weighted CMVs between 10,001lbs and 26,000lbs are registered through a different state agency, Service Oklahoma (SOK). Currently, there is no Administrative Rule or state law that gives SOK the ability to enforce the PRISM requirements for lower-weighted CMVs. SOK is considering the legislative options needed to move forward with Leveling UP but it is unknown if this will be accomplished or not.

Program Activities for FY 2025 - 2027: 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

While Oklahoma will work towards Leveling UP to Expanded PRISM Participation, there is a legislative hurdle to overcome before this can happen. The Oklahoma Corporation Commission (OCC) is the agency responsible for PRISM in Oklahoma. OCC issues registrations, including registrations under the International Registration Plan (IRP), for CMVs 26,001 pounds or more. OCC has the authority through Oklahoma Administrative Rule 165:30-19-18 to enforce PRISM requirements of deny/suspend registrations. Lower weighted CMVs between 10,001lbs and 26,000lbs are registered through a different state agency, Service Oklahoma (SOK). Currently, there is no Administrative Rule or state law that gives SOK the ability to enforce the PRISM requirements for lower-weighted CMVs. SOK is considering the legislative options needed to move forward with Leveling UP but it is unknown if this will be accomplished or not.

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

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 2019 - 2023

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

Public Education and Outreach Activities	2019	2020	2021	2022	2023
Carrier Safety Talks	131	50	56	132	116
CMV Safety Belt Education and Outreach	17	10	14	45	28
State Trucking Association Meetings	9	1	0	5	8
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	4	6	7	11	23
Teen Safety Events	4	5	7	11	11

Narrative Overview for FY 2025 - 2027

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.

Troop S takes an active role in education and increasing awareness of various traffic safety topics to civic groups, the public, and the motor carrier industry. Our education and outreach endeavors play an important role in reducing collisions and meeting our goals. All FTEs will participate in education and outreach activities throughout the performance period. FTEs are assigned to activities based on requested topics, expertise, and location of the outreach event. Education and outreach activities include safety talks & presentations, Troop S website, social media, and agency partnerships.

Safety Talks & Presentations

Throughout the performance period, Troop S will provide a multitude of safety talks and presentations to the CMV industry, civic organizations, schools, and the public. Topics discussed at each safety talk or presentation will vary based on the audience and/or specific topic request. While the topic(s) may vary, every talk or presentation will include at least one, if not more, elements of the Safe System Approach found in the National Roadway Safety Strategy. Troop S continues to seek out and provide education & outreach regarding passenger carrier transportation, hazardous materials transportation, safe driving in or around CMVs, work zone safety, vulnerable road users, high-crash corridors, human trafficking, and any other topics that aid in reducing collisions. Education and outreach activities are key components to reducing collisions involving large trucks and passenger carriers in Oklahoma as well as improving safety throughout the entire United States. In FFY 2025, Troop S will increase their safety talk goal by 20% from 80 in FFY 2024 to 100 for FFY 2025.

Troop S Website <https://www.ok.gov/ohpcmve/>

Troop S launched its website in FFY 2016. The website provides information to the CMV industry and the public regarding CMV requirements and CMV safety-related information. Information on the website aids users by providing information about Troop S, programs, and services we offer, specific industry information, and additional resources. 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.

Social Media

OHP and Troop S utilizes public service announcements and social media posts on the Oklahoma Highway Patrol social media accounts to promote CMV safety. OHP social media accounts are found on the following platforms:

X <https://x.com/OHPtraffic>

Facebook <https://www.facebook.com/Oklahoma.Highway.Patrol>

Instagram <https://www.instagram.com/oklahomahighwaypatrol/>

YouTube https://www.youtube.com/results?search_query=%40oklahomahighwaypatrol

Agency Partnerships

Building strong partnerships with other agencies, stakeholders, and organizations is fundamental to our success. Our partnerships help promote CMV and non-CMV traffic safety, as well as provide important information on topics relating to the CMV industry. Collaboration of resources and efforts not only helps reduce costs but also shows solidarity in accomplishing our goals.

Troop S works with various CMV associations in Oklahoma which include, but are not limited to, the Oklahoma Trucking Association, Oklahoma Safety Management Council, National Association of Publicly Funded Truck Driving Schools, Oklahoma Association of Electric Cooperatives, and the Oklahoma Transit Association. All play a role in reducing large truck and passenger carrier-related collisions. Troop S is always searching for additional partnership opportunities that help achieve our goals and priorities.

Some of our current partnerships and associated activities include, but are not limited to:

Oklahoma Department of Transportation: Assisting with several projects that emphasize commercial motor vehicle and work zone safety. ODOT maintains the <https://www.drivesafelyoklahoma.com/> website focusing on transportation safety issues under the tagline of “*Make It Home Safe, Make Oklahoma Safe*”. The information and videos within this website are produced and distributed by ODOT but incorporate some of the safety campaigns and activities that OHP participates as a partnering agency. This includes Seat Belt Safety, Work Zone Safety, Motorcycle Safety, Secure Your Load, Car Seat Safety, Rail Safety (crossing), and Pedestrian safety. Through a partnership between ODOT, OHP, SOK, and OHSO, a free online work zone safety course for teens is available at <https://www.workzonesafe.com/>. The drive safely and work zone safe websites are part of Oklahoma’s continuing collision reduction efforts that also support action items listed in the Federal Highway Administration’s (FHWA) Commercial Motor Vehicle Safety in Work Zones Targeted Action Plan (FHWA CMV Plan).

Oklahoma CareerTechs: Presentations and demonstrations promoting CMV safety and compliance at CareerTechs throughout Oklahoma. Topics are specific to the audience in attendance. Throughout the year, CareerTechs will offer various motor carrier, CMV driver, or diesel mechanic-related seminars or classes. Troop S, when requested, assists with presentations, answering CMV industry-related questions, or NAS inspection demonstrations.

Truckers Against Trafficking: 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, providing information and resources to combat human trafficking. All OHP Troopers and Communications Officers have received Truckers Against Trafficking (TAT) human trafficking training. TAT training was provided through in-person, virtual, or web-based options, depending on availability. Annual refresher training is provided to ensure all personnel are up to date on new information and current Human Trafficking trends. Troop S Troopers have distributed TAT materials to all weigh stations, ports of entry, truck stops, and bus terminals in Oklahoma. Throughout the year, Troopers visit or contact these locations to ensure a sufficient supply of TAT handout materials is available and resupply if necessary. The TAT materials help to educate and bring awareness to the public on human trafficking and provide 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. All New Entrant Safety Audits and Compliance Investigation reports include information on human trafficking and how to report suspected human trafficking activities in the recommendations section of the report.

Commercial Vehicle Safety Alliance: Troop S has multiple FTEs CVSA certified instructors who teach NAS inspection enforcement courses and motor carrier industry courses in Oklahoma and throughout the United States. Troop S has several FTEs who have created, or assisted in, videos available to both enforcement and industry through the CVSA website. Those videos help promote CMV safety or standardized inspection procedures (Inspection Blitz). Troop S has several FTEs who, from time to time, author CMV safety-related articles published in the “Guardian”, CVSA’s quarterly magazine. The magazine focuses on news and information related to CMV transportation safety, processes, regulations, and enforcement. “Guardian” is available to anyone through the CVSA website and in print to paid members.

Oklahoma Highway Safety Office (OHSO) and National Highway Traffic Safety Administration (NHTSA): Participate in and/or promote OHSO and NHTSA traffic safety initiatives and programs. Initiatives included “Click-it-or-Ticket” occupant protection (seat belt enforcement), Trooper Nick Dees’s distracted driving campaign, and various speeding & work zone safety campaigns throughout the year.

Projected Goals for FY 2025 - 2027

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 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	100	100	100
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	10	10	10
<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)

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	Fair	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: Service Oklahoma

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 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
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	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Data current as of June 28, 2024, generated from A&I on August 2, 2024.

Narrative Overview for FY 2025 - 2027

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.).

As of June 28, 2024, Oklahoma’s SSDQ overall rating is “Fair” with Crash Timeliness “Poor”.

Oklahoma will continue to work towards achieving “Good” ratings in both overall SSDQ and Crash Timeliness. We have taken extreme measures to identify and correct the issues that led to a few of our ratings plummeting. Troop S worked diligently to identify the breakdowns that occurred with our crash reporting data. Working with our partnering agencies and FMCSA, Troop S created and implemented a Corrective Action Plan. We have made the appropriate corrections and back on track to obtain “Good” ratings in ALL categories. However, based on the 12-month period used to calculate the ratings, our biggest obstacle in achieving “Good” is time. Once our “poor” history falls off, we should achieve our goal.

Oklahoma’s SSDQ rating was a Finding during their National Program Review in FFY 2023. All past breakdowns and remedies leading to the less than "Good" ratings are discussed in great detail within the approved Corrective Action Plan (CAP). Troop S meets with the FMCSA Oklahoma Division

Administrator monthly discussing progress and any setbacks. Detailed CAP updates are included in the MCSAP quarterly Performance Progress Reports.

Program Activities FY 2025 - 2027: 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.

Oklahoma has one dedicated administrative FTE (MCSAP data research analyst) whose primary role is to monitor the data quality measures which include identifying issues when/if the measures show a downtrend, taking corrective action, when necessary, on roadside inspection and crash data, and partnering with the Service Oklahoma (SOK) regarding crash 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. For any SSDQ rating or leading indicator that shows anything other than "good", Troop S will review all available information, identify the cause, and implement corrective action as soon as possible.

Brief history of current SSDQ issues

Before 2020, Oklahoma collision investigating law enforcement agencies were required to investigate all collisions involving injury, fatality, or property damage over \$500. Agencies are required to utilize the "Official Oklahoma Traffic Collision Report" (OOTCR) standard form as prescribed by the Department of Public Safety (DPS) Commissioner. The OOTCR was produced either through manually created reports, handwritten or computer generated, or an electronic reporting & submission system within the Police Automated Records Import System (PARIS) computer program. The collected collision data for the OOTCR form was compliant with the Model Minimum Uniform Crash Criteria (MMUCC) 2 standards.

The PARIS program was used by the Oklahoma Highway Patrol, Tulsa Police Department, Oklahoma City Police Department, Oklahoma County Sheriff's Office, and Woodward Police Department to create and submit the OOTCR electronically. OHP, TPD, and OCPD investigate most CMV collisions occurring in Oklahoma. Electronically submitting collision reports to DPS through PARIS helped ensure reports were uploaded and reported to SafetyNet (SNET) promptly, in most cases.

All non-PARIS collision data was mailed to DPS records management. Mailed reports created a delay in reporting since most agencies mailed reports weekly or monthly at their discretion. A few agencies took even longer to send their reports to DPS. Delays in DPS receiving the collision reports directly affect SSDQ crash timeliness.

The need for having one electronic reporting system for every agency was imperative to ensuring all collected data was correct, complete, and timely. In October 2020, The Oklahoma Highway Safety Office (OHSO), a division within DPS, received a \$1.5M grant to develop the Oklahoma Crash Electronic Reporting System (OCERS) a web-based system, and MMUCC 5 compliant. The DPS Commissioner, under his authority vested within Title 47 of the Oklahoma State Statute, has designated OCERS as the official record. OCERS, once fully implemented, will be the required collision reporting system for all Oklahoma agencies that investigate collisions.

At that time, DPS was the agency responsible for all collision and driver license records management. DPS, through an IT modernization project, began the process of replacing the records & data management system, Main Frame, with a new enterprise solution for data, D360. Main Frame used an outdated DOS system that was no longer feasible or cost-effective. In February 2022, DPS decided to shut down Main Frame and go live with D360. This decision was based on information provided by the vendor which was found to be an incorrect representation of the system's status. D360's implementation and integration with other systems, such as PARIS, did not function as described by the vendor. Due to the system failure and failure to keep the Main Frame active as a redundant system, most collision data could not be processed and uploaded into SNET. Non-PARIS collision data was entered into D360 but was not allowing the retrieval of data to export and upload into SNET. PARIS collision data could not transfer into D360 thereby not allowing uploads to SNET.

D360's failure resulted in most mailed-in collision reports stored in boxes waiting to be entered and PARIS collision data was held in the PARIS system. From February 2022 through March 2023, very minimal CMV collision data was entered into SafetyNet causing our SSDQ to plummet from GOOD to POOR along with our crash timeliness and consistency.

Another issue that we faced during this time was the creation and transfer of certain responsibilities to a new State agency, Service Oklahoma (SOK). All DPS records management responsibilities were transferred to SOK on November 1, 2022. The transfer of responsibilities and duties from DPS to SOK during this time compounded the SSDQ issue.

Troop S worked with multiple agencies, stakeholders, and resources to come up with temporary and long-term solutions to get our SSDQ ratings back to green. Everyone involved during the corrective action process, one way or another, included DPS, SOK, OHSO, FMCSA, DPS, Oklahoma Office of Management and Enterprising Solutions, University of Alabama, and outside vendors Lexis Nexis, Idemia, P2, Hyland Software. This process included developing several strategies to repair D360, creating Application Program Interfaces (API) allowing collision data systems to interact with each other, and entering/reviewing backlogged collision data from the reports stored in boxes or held in PARIS. These strategies were implemented concurrently to help expedite the process which took several months and hundreds of manhours to complete. Each strategy ended at different times, but all were completed by the end of June 2024.

The top CMV collision investigating agencies, Oklahoma Highway Patrol, Tulsa Police Department, and Oklahoma City Police Department, are all using OCERS. There are approximately 375 law enforcement collision investigating agencies in Oklahoma. At the beginning of July 2024, 49 agencies were using OCERS. According to OHSO, these agencies already using OCERS, account for roughly 80% of all collisions investigated in Oklahoma. OHSO is continuing to host OCERS training across the state as part of the OCERS onboarding process. As of August 2024, there is no set date for OCERS to be fully implemented, but the goal is to have full implementation by the end of 2025.

Oklahoma has made significant progress and dedicated sufficient resources to resolve our issues and increase our SSDQ ratings. There have been many delays throughout the process, but the effort and intention have always been to provide the most accurate, complete, and timely data possible. Based on the SSDQ methodology of evaluating 12 months of data, Oklahoma understands achieving green will not happen overnight. Our efforts are not unnoticed, but time is needed to allow our bad history to fall off before we can fully achieve green across all ratings.

Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

FMCSA' data-driven safety systems can only function properly when the data is accurate and timely. All stakeholders from drivers, motor carriers, Troop S, and FMCSA, play a vital role in data quality and timeliness. Troop S does not take this responsibility lightly and works tenaciously when a Data Q is received. In CY 2023, Troop S received request for data review on 108 crashes and 689 inspections for a total 797 Data Qs processed. Our average response time, open to close, was 11 days for crashes and 6 days for inspections which helps illustrate our commitment to our role.

There is a three stage process at Troop S for Data Qs. Stage 1 - involves the MCSAP data research analyst and Troop S Lieutenant, both FTEs. Once a Data Q (first submission) is received and reviewed to determine the nature of the request. Data Qs based on reporting errors that require data research such as wrong carrier, wrong driver, and crashes are typically handled by the data research analyst. Data Qs regarding violations or inspection procedures are handled by the Lieutenant. Both FTEs confer on requests, ensure responses are accurate, and closed in a timely manner. Stage 2 - Data Q appeal (second submission) are reviewed, responded, and closed by the Troop S Captain. Stage 3 - Data Q appeal (third submission), any request received after appeal for the same issue is forward to FMCSA Oklahoma Division Office for an independent review.

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.

Oklahoma's SSDQ rating was a Finding during their National Program Review in FFY 2023. All past breakdowns and remedies leading to the less than "Good" ratings are discussed in great detail within the approved CAP. Troop S meets with the FMCSA Oklahoma Division Administrator monthly discussing progress and any setbacks. Detailed CAP updates are included in the MCSAP quarterly Performance Progress Reports. Troop S will continue to monitor SSDQ data in A&I to ensure continued progress in our ratings with the goal of "good" in every rating. 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.

Part 2 Section 9 - New Entrant Safety Audits

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 2019 - 2023

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	461	464	563	809	712
Intrastate					
Total Audits	461	464	563	809	712

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 2025 - 2027

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	10/21/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	426
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 2025 - 2027

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
	FY 2025		FY 2026		FY 2027	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	50	0	50	0	50	0
# of Safety Audits (Offsite)	250	0	250	0	250	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	300	0	300	0	300	0
# of Non-Audit Resolutions	400	0	400	0	400	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.

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 in Oklahoma. Troop S will continue to take a proactive approach to CMV safety and the safety of the 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 regarding 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 one State Trooper FTE 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 2025, 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 2025 - 2027: 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.

Troop S completes all New Entrant Safety Audits in the appropriate system based on the type of Safety Audit conducted. All offsite Safety Audits are completed through NEWS, a secure website; all onsite Safety Audits are completed through Sentri, a computer program. The type of Safety Audit a motor carrier receives is based on eligibility criteria but could be converted based on tangible reasons with manager approval. All offsite Safety Audits are conducted remotely using the NEWS website. All onsite Safety Audits should be conducted at the motor carrier's principal place of business (PPOB) unless extenuating circumstances exist. If extenuating circumstances exist, an onsite Safety Audit may occur at another physical location other than the carrier's PPOB.

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 if 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 other available means such as 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 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. However, when needed FTEs may be used in other MCSAP-eligible activities if the activity is 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. FTEs 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 FFY 2025. 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%. Troop S is anticipating several civilian Safety Investigators retiring in FFY 2025-2027. Oklahoma is considering hiring additional civilian Safety Investigators in FFY 2025 to ensure the continuity of our New Entrant Program. Hiring, training, and maintaining adequate staffing levels is paramount to our current and continued success.

As of 10/21/2024, the NEWS Safety Audit inventory indicates a total of 426 assigned and unassigned New Entrant motor carriers. However, according to the New Entrant Inventory Report in GOTHAM, there are currently 655 New Entrant interstate motor carriers waiting on the required Safety Audit. This number includes both NEWS data and motor carriers still within the initial 90-day holding period. Once the motor carrier submits their safety registration application, they are not pushed to the NEWS inventory system for 90 days unless contacted by the FMCSA call center with a documented contact entered into MCMIS. After the 90-day holding period is over or documented MCMIS contact, the carrier is added to the NEWS inventory list and ready for assignment. Oklahoma's New Entrant inventory fluctuates throughout the performance period based on factors beyond our control. GOTHAM indicates Oklahoma's New Entrant inventory has been trending up over the past 6 months. Our New Entrant inventory trend from October 2023 through March 2024 shows an average of 46 motor carriers added each month. The past six-month New Entrant inventory trend from April 2024 through September 2024 shows an average of 92 motor carriers added each month. Based on the current NEWS and GOTHAM inventory lists and a current trend increase, Oklahoma is estimating clearing 700 motor carriers from our New Entrant inventory list in FFY 2025. This will occur through conducting the required New Entrant Safety Audit or non-Safety Audit resolutions.

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.

The New Entrant Program, as of July 1, 2024, consists of 1 civilian New Entrant Program Manager FTE, 5 civilian Safety Investigators FTEs, and 1 State Trooper FTE.

Troop S recognizes Safety Audits and non-audit resolutions are time-sensitive. Having an adequate amount of personnel is imperative to meet our New Entrant Program goals. Several FTEs may retire during FFY 2025 through FFY 2027 requiring replacements. Oklahoma is considering hiring additional civilian Safety Investigators in FFY 2025 to ensure the continuity of our New Entrant Program. All personnel conducting Safety Audits are certified as per 49 CFR 385.201 or 385.203. New Entrant personnel is also required to obtain/maintain CVSA NAS driver/vehicle inspection Level 1 and HM cargo tank certifications. Hiring, training, and certification of personnel is extremely time-consuming and taxing on the New Entrant Program. Maintaining fully trained and adequate staffing levels is paramount to our current and future success.

The Manager is ultimately responsible for all aspects of the New Entrant Program including but not limited to Program efficiency, inventory management, completed work review/approval, and supervision of personnel. The program utilizes 1 of the DPS civilian Safety Investigators to serve as an assistant manager who helps manage assignment lists and any issues that arise when the manager is not available. All New Entrant FTEs are required to complete Safety Audits and/or enter non-Safety Audit resolutions in the appropriate system. All Safety Audits will be completed using the SENTRI or NEWS system depending on the type of Safety Audit performed.

The primary focus of all assigned New Entrant personnel is conducting New Entrant Safety Audits, non-Safety Audit resolutions, and maintaining all required FMCSA and CVSA certifications. It is the responsibility of all New Entrant FTEs to ensure assigned motor carriers are removed from the New Entrant inventory list promptly and before appearing on the overdue or "rotten" list.

Oklahoma realizes that certain types of motor carrier operations, specifically passenger and HM, require specialization due to their complex nature and additional regulations. Oklahoma has 1 FTE that conducts all passenger carrier New Entrant Safety Audits. Oklahoma has 1 FTE that conducts most of the New Entrant Safety Audits on HM placard carriers and all complex HM carriers. When needed, any FTEs could be assigned to conduct New Entrant Safety Audits on HM carriers. The specialized FTEs are considered subject matter experts in the respective type of operations and are a huge benefit to our New Entrant Program.

As previously mentioned, not all carriers on our New Entrant Inventory list will require a Safety Audit. Some of the reasons why this happens could be either 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 with an "active" FMCSA profile but claims to be out of business, intrastate only, or a MAP-21 exemption, certain procedures should occur before the non-audit resolution proceeds. The Safety Investigator checks the motor carrier's profile for any roadside inspection(s) and/or crashes. This information helps to confirm or deny the motor carrier's claims before processing the non-audit resolution. If the carrier that is claiming to be out of business, or intrastate only, or a MAP-21 exemption has recorded interstate activity such as roadside inspection(s), or crash, or a farmer with activity outside of 150 miles, the Safety Investigator will proceed with the Safety Audit process. Troop S initiated this policy due to motor carriers coming in and out of the Program to avoid a Safety Audit. If the motor carrier refuses the Safety Audit, the Safety Investigator will submit that information to FMCSA and begin the revocation process. This policy has been successful in slowing down carriers who are avoiding the Safety Audit or claiming an exemption that does not apply to their operation.

It is nearly impossible for Troop S to determine exactly how many Safety Audits will be conducted due to the aforementioned factors. It is also impossible, and beyond Troop S's control, to determine the number of New Entrant motor carriers entering the program in any given month or year. However, several tangible benchmarks can be determined by Troop S regarding 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. **Oklahoma's New Entrant personnel will conduct an estimated 700 Safety Audits or non-Safety Audit resolutions during this performance period.** This number is based 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. Several more carriers in the New Entrant Program are not yet included in the NEWS inventory list. Those carriers are still within the initial 90-day waiting period before being added to NEWS.

According to the New Entrant Monthly Trends Report in GOTHAM ran on 10/21/2024, Oklahoma's interstate motor carrier inventory list is currently on an upward trend. In the past 12 months, April 2024 had the lowest number of Oklahoma motor carriers in the New Entrant Program at 535. At the end of September 2024, Oklahoma had 646 New Entrant motor carriers. Oklahoma's New Entrant inventory fluctuates throughout the performance period based on factors beyond our control. GOTHAM indicates Oklahoma's New Entrant inventory has been trending up over the past 6 months. Our New Entrant inventory trend from October 2023 through March 2024 shows an average of 46 motor carriers added each month. The past six-month New Entrant inventory trend from April 2024 through September 2024 shows an average of 92 motor carriers added each month. Based on the current NEWS and GOTHAM inventory lists and a current trend increase, Oklahoma is estimating clearing 700 motor carriers from our New Entrant inventory list in FFY 2025. This will occur through conducting the required New Entrant Safety Audit or non-Safety Audit resolutions.

All New Entrant Activities will be monitored, tracked, and reported to FMCSA through the quarterly Performance Progress Reports.

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 2025 - 2027).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities**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 2023 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 04/26/2024

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**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
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Instructions:

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 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: 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 call out observed traffic violations around the CMV. The combination would also be wrapped from time to time with education & outreach materials to 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.

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

Oklahoma intends to focus 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's ambitious long-term goal of reaching zero roadway fatalities, Oklahoma is pursuing its 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.

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

In FFY 2023, Troop S conducted 8,934 traffic enforcement inspections. In the first 3 quarters of FFY 2024, Troop S has conducted 5,403 traffic enforcement inspections. This data was obtained through A&I Traffic Enforcement data snapshot from MCMIS for FFY 2023 on 09/29/2023 and for FFY 2024 on 07/05/2024. Our greatest success was through non-NAS certified Trooper's CMV traffic enforcement under Chief's Directive #2022-03. In FFY 2022, OHP

issued 4,760 citations and 13,072 warnings to CMV drivers. In FFY 2023, OHP issued 6,517 citations and 48,440 warnings to CMV drivers. In the first 3 quarters of FFY 2024, OHP issued 4,316 citations and 29,852 warnings to CMV drivers.

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

Oklahoma is committed to FMCSA 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 is a priority to ensure a transportation system is 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. Our biggest obstacle is determining if our traffic enforcement efforts reduced collisions, and if so, what those results were. This is due to the well-documented problems with our SSDQ and crash records. All in all, Oklahoma views this objective as successful. The amount of CMV drivers put on the shoulder for observed traffic violations plays a role in changing driver behavior. The mere presence of a Trooper stopping a CMV or non-CMV has an immediate effect on the motoring public who observes this action.

Activity #2

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

MCSAP Program enhancements, education, and training: Troop S intends to provide classroom, field training, and remote/virtual training. Troop S intends to use TEAMS, when appropriate, to provide information, training, and updates remotely/virtually on an as-needed basis. 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 to 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 are 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 enhance 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.

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 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 to help promote CMV safety, thereby reducing 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 2022, Troop S personnel instructed 16 courses for FMCSA NTC. In FFY 2023, Troop S personnel instructed 24 courses for FMCSA NTC. In the first three quarters of FFY 2024, Troop S personnel instructed 11 courses for FMCSA NTC. The FMCSA NTC courses included training in in-state and out-of-state training locations. Troop S personnel received in-state training related to CMV and MCSAP-related activities including but not limited to: NAS Part A & B, General HM, HM Cargo Tank, Other Bulk Package, PCVI, DIAP, PBBT, Out-of-Service update, 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 including but not limited to FMCSA SSC New Entrant training, COHMED, FMCSA grant training, FMCSA grant planning meeting, and NTC/CVSA instructor development & recertification. 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 2022 through FFY 2024. 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 was reduced and quarterly meetings were also canceled to comply with the department's budget cuts.

Part 3 Section 5 - State Specific Objectives – Future

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 2025 - 2027. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Traffic Enforcement

Narrative Overview for FY 2025 - 2027

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

MCMIS statistics indicate a nationwide decrease in collisions including those resulting in fatalities or injuries from CY 2022 to CY 2023. Oklahoma collisions have mirrored this trend. While a decline in collisions should be celebrated, there is no celebration when lives are lost. MCMIS data snapshot as of 07/26/2024: CY2022: National collisions = 198,972; fatalities because of a collision = 5,881; injuries because of a collision = 89,845 Oklahoma collisions = 3,139; fatalities because of a collision = 147; injuries because of a collision = 1,233 CY2023 National collisions = 183,527; fatalities because of a collision = 5,176; injuries because of a collision = 87,142 Oklahoma collisions = 2,693; fatalities because of a collision = 97; injuries because of a collision = 1,104 Oklahoma is committed to FMCSA's traffic enforcement national priority, USDOT SP, and NRSS. We agree that driver behavior is the leading cause of all traffic collisions involving large trucks and passenger carriers. Collisions involving large trucks and passenger carriers result from both the CMV driver behavior and non-CMV driver behavior. Tackling the Safe System Approach elements of safer people, safer roads, safer vehicles, and safer speeds is a priority to ensure a safe transportation system 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. OHP intends to increase traffic enforcement activities on CMVs and non-CMVs when violations are observed, especially around large trucks and passenger carriers. During the performance period, OHP will increase high visibility traffic enforcement activities in high-crash corridors and work zones to help reduce collisions. Proactive outreach and education activities through safety talks and social media platforms will help raise public awareness and change driver/passenger attitudes, and unsafe driving behaviors before collisions have a chance to occur. Oklahoma maintains a higher level of motor carrier safety activities than FFY 2014 and FFY 2015, thus eligible for reimbursement of CMV traffic enforcement without an inspection and non-CMV traffic enforcement in and around CMVs. Reimbursement of eligible traffic enforcement activities including CMV traffic enforcement under Policy# 1500 is possible with additional funds provided by the Bipartisan Infrastructure Law (BIL). The Directive & Policy helped change the non-NAS-certified Trooper's attitude toward CMV traffic enforcement. Increased CMV traffic enforcement is changing driver behavior, both CMV and non-CMV, which is crucial in reducing collisions and reaching USDOT's ultimate zero goal. Traffic enforcement activities within this objective may include overtime projects and special emphasis.

Projected Goals for FY 2025 - 2027:

Enter performance goal.

Oklahoma's traffic enforcement activities within this objective include public outreach and education through safety talks and social media, 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 this traffic enforcement objective is to help meet and/or exceed our 2025 collision reduction goal of reducing large truck and passenger carrier collisions by 5%. In support of NRSS's ambitious long-term goal of reaching zero roadway fatalities, Oklahoma is pursuing its own ambitious goal of reducing serious CMV crashes, especially those in and around work zones, by 15%. OHP Policy #1500 Commercial Motor Vehicle Traffic Enforcement Guidelines requires all Troopers assigned to field Troops A-M and Turnpike Troops to conduct no less than eight probable cause CMV traffic enforcement stops each month. The activity was first required under a Chief's Directive. Based on success, the OHP command staff decided to replace the Directive with a new OHP Policy. Both established commercial motor vehicle traffic enforcement guidelines to enhance traffic safety and reduce commercial motor vehicle collisions on all Oklahoma roadways. The only difference between the previous Directive and the current Policy is the required number of CMV probable cause stops was reduced to eight from sixteen per month.

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

Uniformed OHP personnel are continuously observing driver behavior and taking enforcement action when violations of the law or regulations occur. Probable cause traffic enforcement stops on CMVs and non-CMVs are initiated by both NAS-certified and non-NAS-certified OHP uniformed personnel. Most probable cause stops result from observing moving violations that could contribute to crash causation. Troop S has created a training program for all OHP personnel on CMV traffic enforcement. This training program is provided to non-NAS-certified Troopers explaining which documents are allowed to be asked for 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. OHP Policy#1500 requires all field Troopers assigned to Troops A-M and turnpikes to conduct no less than eight probable cause traffic enforcement actions on commercial motor vehicles during the calendar month. 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. OHP will encourage high-visibility traffic enforcement activities in high-crash corridors or work zones. Outreach and education activities raise public awareness as a proactive approach to help change driver/passenger attitudes and unsafe driving behaviors before a collision occurs. All efforts are critical in reducing collisions and reaching USDOT's ultimate zero goal. Traffic enforcement activities within this objective may include overtime projects and special emphasis.

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

Troop S will monitor the data from inSPECT to track the number of inspections that resulted from traffic enforcement. Supervisors will track the data on each inspection marked as "traffic enforcement" inspections including 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 Policy #1500, all field Troopers assigned to Troops A-M and turnpikes must conduct no less than eight probable cause traffic enforcement actions on commercial motor vehicles per month. The Policy further requires each Trooper to document the commercial motor vehicle 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 before seeking reimbursement for those activities under the MCSAP grant. Traffic enforcement activities of non-CMVs 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. All activities will be documented in the quarterly Performance Progress Report.

State Objective #2

Enter the title of your State-Identified Objective.

MCSAP Program enhancements, education, training

Narrative Overview for FY 2025 - 2027

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. Oklahoma must have the opportunity to stay up to date with any current or future changes as well as educate our personnel, other agencies, and other personnel as needed, requested, or required.

Projected Goals for FY 2025 - 2027:

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 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 to help promote CMV safety, thereby reducing 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 2025 - 2027: Describe the activities that will be implemented including level of effort.

Troop S intends to provide classroom, field training, and remote/virtual training. In-person training is the ideal training method for most FMCSA National Training Center (NTC)/Commercial Vehicle Safety Alliance (CVSA) courses, Troop S/CMV-related courses, or OHP training. This allows hands-on activities along with better classroom interaction and participation. Remote training will be utilized when it is necessary and feasible. Troop S intends to use TEAMS, when appropriate, to provide information, training, and updates remotely/virtually on an as-needed basis. 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. 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 2025 through FFY 2027. Troop S has several Troopers and civilian personnel certified as adjunct instructors through FMCSA's NTC & CVSA. During the performance period, Troop S would like to send additional personnel to NTC's instructor development course to continue enhancing our program. Troop S intends to send all current NTC/CVSA instructors to instructor update/recertification courses when offered. 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 2025 through FFY 2027 which include, but are 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 2025 through FFY 2027, 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 2025 through FFY 2027. This is being considered to help enhance 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 by enhancing different aspects of the MCSAP program.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The *Spending Plan* is an explanation of each budget component and should support the cost estimates for the proposed work. The *Spending Plan* should focus on how each item will achieve the proposed project goals and objectives and 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 2025 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.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's 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	\$8,303,451.00	\$437,024.00	\$8,740,475.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,311,071.00
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):	\$1,311,071.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Major	1	25.0000	\$122,928.00	\$30,732.00	\$30,732.00	\$0.00	\$0.00
Captain	1	95.0000	\$111,913.08	\$106,317.42	\$106,317.42	\$0.00	\$0.00
Lieutenant	8	90.0000	\$92,795.00	\$668,124.00	\$668,124.00	\$0.00	\$0.00
Trooper	46	70.0000	\$82,795.00	\$2,665,999.00	\$2,665,999.00	\$0.00	\$0.00
Civilian Auditors	6	100.0000	\$71,280.00	\$427,680.00	\$427,680.00	\$0.00	\$0.00
New Entrant Prog Mgr/Grant Writer	1	100.0000	\$77,088.00	\$77,088.00	\$77,088.00	\$0.00	\$0.00
Administrative Hearing Officer	1	100.0000	\$62,000.04	\$62,000.04	\$62,000.04	\$0.00	\$0.00
Grant Budget Analyst	1	100.0000	\$65,094.00	\$65,094.00	\$65,094.00	\$0.00	\$0.00
Administrative Program Officer IV	1	100.0000	\$75,000.00	\$75,000.00	\$75,000.00	\$0.00	\$0.00
Administrative Program Manager	1	100.0000	\$65,094.00	\$65,094.00	\$65,094.00	\$0.00	\$0.00
Administrative Assistant II	1	100.0000	\$50,100.00	\$50,100.00	\$50,100.00	\$0.00	\$0.00
Administrative Assistant II	1	100.0000	\$47,000.04	\$47,000.04	\$47,000.04	\$0.00	\$0.00
Administrative Assistant I	1	100.0000	\$47,000.04	\$47,000.04	\$47,000.04	\$0.00	\$0.00
Data Analyst	1	100.0000	\$65,000.04	\$65,000.04	\$65,000.04	\$0.00	\$0.00
Accountant II	1	100.0000	\$54,000.00	\$54,000.00	\$54,000.00	\$0.00	\$0.00
Port of Entry CMV Officer	18	100.0000	\$24,279.12	\$437,024.16	\$0.00	\$437,024.16	\$0.00
CVTEP/TTEP Hours (2000 hrs @ \$49/hr)	29	100.0000	\$3,379.31	\$97,999.99	\$97,999.99	\$0.00	\$0.00
Subtotal: Salary				\$5,041,252.73	\$4,604,228.57	\$437,024.16	\$0.00
Overtime Project Costs							
All MCSAP Staff	1	100.0000	\$387,962.80	\$387,962.80	\$387,962.80	\$0.00	\$0.00
Subtotal: Overtime				\$387,962.80	\$387,962.80	\$0.00	\$0.00
TOTAL: Personnel				\$5,429,215.53	\$4,992,191.37	\$437,024.16	\$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.

The State will budget for 56 MCSAP Troopers that conduct MCSAP eligible activities. The 56 Troopers will consist of 1 Major, 1 Captain, 8 Lieutenants and 46 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 25% 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. Our New Entrant Program Manager/Grant Writer is also a civilian auditor and conducts safety audits, along with managing the State's New Entrant Program. The NE Program Manager/Grant Writer also completes the eCVSP and performance monitoring reports for the MCSAP grant.

The administrative staff are all 100% dedicated to supporting the MCSAP program. The MCSAP Grant Budget Analyst provides full financial oversight of the grant, responsible for managing the financial tracking of the grant day-to-day and preparing documents for voucher reimbursement. The Budget Analyst also completes the spending plan for the eCVSP and financial monitoring reports for the MCSAP grant.

The Administrative Program Officer IV is the Supervisor for the administrative staff in addition to MCSAP overtime payroll submission and purchasing. The Administrative Program Manager is our SafetyNet Administrator responsible for processing inspections and crashes. We have two Administrative Assistant II's. One takes care of all travel needs with regard to hotel and airfare purchases; office supplies; personnel files and secondary on phones. The other

Administrative Assistant II is primary on the phones; mail; time tracking; carrier certifications; CVSA decal issuance and roster updates. The Administrative Assistant I is our Civil Assessment admin responsible for generating and mailing Notice of Claim letters and depositing payments received. The Accountant II is responsible for the financial tracking of the Port of Entry (POE) budget.

The MCSAP Data Research Analyst is dedicated 100% to the MCSAP Program 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 States's legal division and legislative liason to introduce/support/oppose new legislation with respect to commerical 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 \$59,633.04 each annually. That allows us up to \$1,073,394.72 in eligible match. With our current budget we will use their salary costs to meet our State's matching obligation of \$437,024.

The MCSAP overtime projects will consist of 1 quarterly project each quarter with a budget of about \$96,990.70 per quarter for a total of \$387,962.80. 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. We will also plan 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 55 Troop S Troopers. Availability of other Troopers will depend on manpower needs of each Troop. We have set a benchmark of 30-45 hours of overtime per Trooper each quarter with around 10-20 hours of overtime for civilian staff to address administrative processing.

Non-MCSAP Troopers across the state will increase our resources exponentially in order to reach a higher number of CMVs and improve our high visibility in areas with the greatest need to reduce CMV crashes. Each Trooper across the state will be required to complete 8 CMV traffic warnings or citations per month as stated in their performance evaluation. The current budget is a cautious estimate as we know there will be a learning curve for Troopers to be able to identify CMVs properly. There is also the expectation that some will not meet the required number of contacts. As the year goes on, the success of the program, or lack thereof, will be documented in the quarterly performance reports.

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
Major	15.0000	20.0000	\$122,928.00	\$3,687.84	\$3,687.84	\$0.00	\$0.00
Captain	37.0000	95.0000	\$111,912.00	\$39,337.06	\$39,337.06	\$0.00	\$0.00
Lieutenant	35.0000	90.0000	\$815,190.00	\$256,784.85	\$256,784.85	\$0.00	\$0.00
Trooper	34.0000	70.0000	\$4,268,550.00	\$1,015,914.90	\$1,015,914.90	\$0.00	\$0.00
Civilian Auditors	37.0000	100.0000	\$427,680.00	\$158,241.60	\$158,241.60	\$0.00	\$0.00
New Entrant Program Manager/Grant Writer	37.0000	100.0000	\$77,088.00	\$28,522.56	\$28,522.56	\$0.00	\$0.00
Administrative Hearing Officer	38.0000	100.0000	\$62,000.00	\$23,560.00	\$23,560.00	\$0.00	\$0.00
Grant Budget Analyst	35.0000	100.0000	\$65,094.00	\$22,782.90	\$22,782.90	\$0.00	\$0.00
Administrative Program Officer IV	41.0000	100.0000	\$75,000.00	\$30,750.00	\$30,750.00	\$0.00	\$0.00
Administrative Program Manager	31.0000	100.0000	\$65,094.00	\$20,179.14	\$20,179.14	\$0.00	\$0.00
Administrative Assistant II	40.0000	100.0000	\$50,100.00	\$20,040.00	\$20,040.00	\$0.00	\$0.00
Administrative Assistant II	37.0000	100.0000	\$47,000.00	\$17,390.00	\$17,390.00	\$0.00	\$0.00
Administrative Assistant I	39.0000	100.0000	\$47,000.00	\$18,330.00	\$18,330.00	\$0.00	\$0.00
Data Analyst	41.0000	100.0000	\$65,000.00	\$26,650.00	\$26,650.00	\$0.00	\$0.00
Accountant II	33.0000	100.0000	\$54,000.00	\$17,820.00	\$17,820.00	\$0.00	\$0.00
Port of Entry CMV Officers	0.0000	0.0000	\$79,510.72	\$0.00	\$0.00	\$0.00	\$0.00
CVTEP/TTEP Hours	0.0000	0.0000	\$92,794.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$1,699,990.85	\$1,699,990.85	\$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. $0.051 * 0.98 * 0.67 * 0.99$ for Uniformed Personnel and $0.0081 * 0.98 * 0.67 * 0.99$ 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	\$5,000.00	\$5,000.00	\$0.00	\$0.00
COHMED	3	9	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
CVSA Spring Workshop	6	24	100.0000	\$11,000.00	\$11,000.00	\$0.00	\$0.00
CVSA Fall Leadership Conference	6	24	100.0000	\$12,000.00	\$12,000.00	\$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	\$9,000.00	\$9,000.00	\$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	\$16,000.00	\$16,000.00	\$0.00	\$0.00
SA/CR Quarterly Meetings	7	140	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
SA/CR Program Travel	7	84	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
TOTAL: Travel				\$91,000.00	\$91,000.00	\$0.00	\$0.00

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

Troop S conducts Safety Audits (SAs) and Compliance Investigations (CIs) on motor carriers that include property, passenger and hazardous material carriers. Currently Troop S has 2 Troopers certified to conduct CIs, and 6 civilians who are certified to conduct SAs. These activities will require travel across the state, some of which will require overnight travel resulting in lodging and per diem expenses. The cost will be approximately \$4,000.

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 conferences 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 FFY25 for CVSA conferences is \$42,000. (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 Captain who serves as the MCSAP Coordinator, a Troop S Lieutenant, a MCSAP Grant and quarterly report writer and a Budget Analyst/Financial Manager. These 4 personnel will attend the annual FMCSA Grant Planning Meeting. This is estimated to cost \$9,000.

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 55 FTE and 28 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 83 inspectors at 3 days each for a total of "249 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 \$16,000.

CI and SA personnel are required to attend quarterly meetings. This provides an opportunity for training, updates, best practice methods and address any issues. These meetings require per diem and lodging which is estimated to be \$10,000.

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.

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; Ford Explorer or Dodge Durango. 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

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
New Vehicle Police Package	12 ea	\$40,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$480,000.00
Office Supplies	1 ea	\$35,000.00	100.0000	\$35,000.00	\$35,000.00	\$0.00	\$0.00
Law Enforcement Supplies	1 ea	\$10,000.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Computers	10 each	\$1,000.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Inspection Supplies	76 ea	\$1,052.63	100.0000	\$79,999.88	\$79,999.88	\$0.00	\$0.00
TOTAL: Supplies				\$134,999.88	\$134,999.88	\$0.00	\$480,000.00

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

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.

The 10 computers will be replacing the outdated computers for the admin staff who are having computer problems.

Office Supplies - \$35,000.00. This will cover the required day-to-day supplies needed such as paper, pens, staples, postage, etc. in addition to some larger items that may be needed.

Inspection Supplies - \$79,999.88. There are approximately 76 certified inspectors within the MCSAP program and expenses were calculated at about \$1,053 per inspector. These funds will go towards FMCSR and Hazmat regulation manuals, out-of-service criteria, uniforms, paper, creepers, chocks, gloves, and CVSA decals.

Law Enforcement Supplies - \$10,000 will be used for items such as gear, ammunition, etc.

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
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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
ODOT		Contract	100.0000	\$117,889.20	\$117,889.20	\$0.00	\$0.00
Description of Services: Office lease							
AT&T & Verizon		Contract	100.0000	\$85,000.00	\$85,000.00	\$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	\$48,829.70	\$48,829.70	\$0.00	\$0.00
Description of Services: Hazmat Enforcer software application							
Iteris		Contract	100.0000	\$178,500.00	\$178,500.00	\$0.00	\$0.00
Description of Services: Maintenance and service for iNSPECT and Civil Assessment Program							
Hexagon - OkiePros (ODOT)		Contract	100.0000	\$456,000.00	\$456,000.00	\$0.00	\$0.00
Description of Services: Maintenance Cost							
TOTAL: Contractual and Subaward				\$896,218.90	\$896,218.90	\$0.00	\$0.00

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

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

ODOT - \$117,889.20 - The office lease is a fixed cost that includes office space, janitorial service and all utilities.

Communication Costs - \$85,000 These funds will cover expenses related to MCSAP personnel cell phone and hotspot usage.

Regscan - \$48,829.70 - This company provides us with the Hazmat Enforcer software our Troopers use in the field when conducting an inspection with hazardous materials. This expense provides us with enough licenses for every certified inspector to have the software.

Iteris - \$178,500 - Iteris 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.

Hexagon (OkiePros Permitting System) - Maintenance and Support Services - \$456,000. Oklahoma Department of Transportation utilizes this system to annually issue almost 250,000 single trip, annual, and envelope permits. The OkiePros system is interfaced with Oklahoma's CVIEW system which is used by the MCSAP Troopers.

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	\$10,000.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Miscellaneous	1 ea	\$2,500.00	100.0000	\$2,500.00	\$2,500.00	\$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	3 ea	\$750.00	100.0000	\$2,250.00	\$2,250.00	\$0.00	\$0.00
CVSA Spring Workshop Registration	6 ea	\$750.00	100.0000	\$4,500.00	\$4,500.00	\$0.00	\$0.00
CVSA Fall Leadership Conference	6 ea	\$750.00	100.0000	\$4,500.00	\$4,500.00	\$0.00	\$0.00
CVSA Data Quality Conference	2 ea	\$750.00	100.0000	\$1,500.00	\$1,500.00	\$0.00	\$0.00
Other conference/training registration fees	1 ea	\$3,000.00	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
Fuel Costs	1 ea	\$300,000.00	100.0000	\$300,000.00	\$300,000.00	\$0.00	\$0.00
Unit Maintenance Costs	1 ea	\$100,000.00	100.0000	\$100,000.00	\$100,000.00	\$0.00	\$0.00
TOTAL: Other Costs				\$443,050.00	\$443,050.00	\$0.00	\$0.00

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

MCSAP Fuel Cost - \$300,000.00 and Maintenance Costs - \$100,000.00 - Fuel and maintenance costs are necessary for the operation of the Troopers and civilian auditors on a daily basis. **These amounts will cover the fuel and maintenance costs for 56 MCSAP Troopers and 7 civilian auditor's units.** 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 - \$2,500 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 - \$12,750 - 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 \$12,750 consists of the following conferences: COHMED, \$2,250; CVSA Spring/Fall Conferences, \$9,000; and CVSA Data Quality Conference, \$1,500, to ensure a valuable presence in the committees.

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 \$10,000 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 - \$3,000 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	\$8,303,451.00	\$437,024.00	\$8,740,475.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,311,071.00
MOE Baseline:	\$1,077,371.67

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Major	\$30,732.00	\$0.00	\$30,732.00	\$0.00
Captain	\$106,317.42	\$0.00	\$106,317.42	\$0.00
Lieutenant	\$668,124.00	\$0.00	\$668,124.00	\$0.00
Trooper	\$2,665,999.00	\$0.00	\$2,665,999.00	\$0.00
Civilian Auditors	\$427,680.00	\$0.00	\$427,680.00	\$0.00
New Entrant Prog Mgr/Grant Writer	\$77,088.00	\$0.00	\$77,088.00	\$0.00
Administrative Hearing Officer	\$62,000.04	\$0.00	\$62,000.04	\$0.00
Grant Budget Analyst	\$65,094.00	\$0.00	\$65,094.00	\$0.00
Administrative Program Officer IV	\$75,000.00	\$0.00	\$75,000.00	\$0.00
Administrative Program Manager	\$65,094.00	\$0.00	\$65,094.00	\$0.00
Administrative Assistant II	\$50,100.00	\$0.00	\$50,100.00	\$0.00
Administrative Assistant II	\$47,000.04	\$0.00	\$47,000.04	\$0.00
Administrative Assistant I	\$47,000.04	\$0.00	\$47,000.04	\$0.00
Data Analyst	\$65,000.04	\$0.00	\$65,000.04	\$0.00
Accountant II	\$54,000.00	\$0.00	\$54,000.00	\$0.00
Port of Entry CMV Officer	\$0.00	\$437,024.16	\$437,024.16	\$0.00
CVTEP/TTEP Hours (2000 hrs @ \$49/hr)	\$97,999.99	\$0.00	\$97,999.99	\$0.00
Salary Subtotal	\$4,604,228.57	\$437,024.16	\$5,041,252.73	\$0.00
All MCSAP Staff	\$387,962.80	\$0.00	\$387,962.80	\$0.00
Overtime subtotal	\$387,962.80	\$0.00	\$387,962.80	\$0.00
Personnel total	\$4,992,191.37	\$437,024.16	\$5,429,215.53	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Major	\$3,687.84	\$0.00	\$3,687.84	\$0.00
Captain	\$39,337.06	\$0.00	\$39,337.06	\$0.00
Lieutenant	\$256,784.85	\$0.00	\$256,784.85	\$0.00
Trooper	\$1,015,914.90	\$0.00	\$1,015,914.90	\$0.00
Civilian Auditors	\$158,241.60	\$0.00	\$158,241.60	\$0.00
New Entrant Program Manager/Grant Writer	\$28,522.56	\$0.00	\$28,522.56	\$0.00
Administrative Hearing Officer	\$23,560.00	\$0.00	\$23,560.00	\$0.00
Grant Budget Analyst	\$22,782.90	\$0.00	\$22,782.90	\$0.00
Administrative Program Officer IV	\$30,750.00	\$0.00	\$30,750.00	\$0.00
Administrative Program Manager	\$20,179.14	\$0.00	\$20,179.14	\$0.00
Administrative Assistant II	\$20,040.00	\$0.00	\$20,040.00	\$0.00
Administrative Assistant II	\$17,390.00	\$0.00	\$17,390.00	\$0.00
Administrative Assistant I	\$18,330.00	\$0.00	\$18,330.00	\$0.00
Data Analyst	\$26,650.00	\$0.00	\$26,650.00	\$0.00
Accountant II	\$17,820.00	\$0.00	\$17,820.00	\$0.00
Port of Entry CMV Officers	\$0.00	\$0.00	\$0.00	\$0.00
CVTEP/TTEP Hours	\$0.00	\$0.00	\$0.00	\$0.00
Fringe Benefits total	\$1,699,990.85	\$0.00	\$1,699,990.85	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Data Quality Workshop	\$5,000.00	\$0.00	\$5,000.00	\$0.00
COHMED	\$8,000.00	\$0.00	\$8,000.00	\$0.00
CVSA Spring Workshop	\$11,000.00	\$0.00	\$11,000.00	\$0.00
CVSA Fall Leadership Conference	\$12,000.00	\$0.00	\$12,000.00	\$0.00
NAIC	\$6,000.00	\$0.00	\$6,000.00	\$0.00
FMCSA Grant Planning Meeting	\$9,000.00	\$0.00	\$9,000.00	\$0.00
National Road Check Week	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Travel Training	\$16,000.00	\$0.00	\$16,000.00	\$0.00
SA/CR Quarterly Meetings	\$10,000.00	\$0.00	\$10,000.00	\$0.00
SA/CR Program Travel	\$4,000.00	\$0.00	\$4,000.00	\$0.00
Travel total	\$91,000.00	\$0.00	\$91,000.00	\$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
New Vehicle Police Package	\$0.00	\$0.00	\$0.00	\$480,000.00
Office Supplies	\$35,000.00	\$0.00	\$35,000.00	\$0.00
Law Enforcement Supplies	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Computers	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Inspection Supplies	\$79,999.88	\$0.00	\$79,999.88	\$0.00
Supplies total	\$134,999.88	\$0.00	\$134,999.88	\$480,000.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
ODOT	\$117,889.20	\$0.00	\$117,889.20	\$0.00
AT&T & Verizon	\$85,000.00	\$0.00	\$85,000.00	\$0.00
Standley Savin Copier	\$10,000.00	\$0.00	\$10,000.00	\$0.00
RegScan	\$48,829.70	\$0.00	\$48,829.70	\$0.00
Iteris	\$178,500.00	\$0.00	\$178,500.00	\$0.00
Hexagon - OkiePros (ODOT)	\$456,000.00	\$0.00	\$456,000.00	\$0.00
Contractual and Subaward total	\$896,218.90	\$0.00	\$896,218.90	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicle parts, repairs, etc.	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Miscellaneous	\$2,500.00	\$0.00	\$2,500.00	\$0.00
CVSA Membership Dues	\$14,800.00	\$0.00	\$14,800.00	\$0.00
COHMED Conference Registration Fees	\$2,250.00	\$0.00	\$2,250.00	\$0.00
CVSA Spring Workshop Registration	\$4,500.00	\$0.00	\$4,500.00	\$0.00
CVSA Fall Leadership Conference	\$4,500.00	\$0.00	\$4,500.00	\$0.00
CVSA Data Quality Conference	\$1,500.00	\$0.00	\$1,500.00	\$0.00
Other conference/training registration fees	\$3,000.00	\$0.00	\$3,000.00	\$0.00
Fuel Costs	\$300,000.00	\$0.00	\$300,000.00	\$0.00
Unit Maintenance Costs	\$100,000.00	\$0.00	\$100,000.00	\$0.00
Other Costs total	\$443,050.00	\$0.00	\$443,050.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$8,303,451.00	\$437,024.16	\$8,740,475.16	\$1,114,476.00
Total Costs Budgeted	\$8,303,451.00	\$437,024.16	\$8,740,475.16	\$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	\$8,303,451.00	\$437,024.00	\$8,740,475.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,311,071.00
MOE Baseline:	\$1,077,371.67

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$4,604,228.57	\$437,024.16	\$5,041,252.73	\$0.00
;;;Overtime Subtotal	\$387,962.80	\$0.00	\$387,962.80	\$0.00
Personnel Total	\$4,992,191.37	\$437,024.16	\$5,429,215.53	\$0.00
Fringe Benefits Total	\$1,699,990.85	\$0.00	\$1,699,990.85	\$0.00
Travel Total	\$91,000.00	\$0.00	\$91,000.00	\$0.00
Equipment Total	\$46,000.00	\$0.00	\$46,000.00	\$634,476.00
Supplies Total	\$134,999.88	\$0.00	\$134,999.88	\$480,000.00
Contractual and Subaward Total	\$896,218.90	\$0.00	\$896,218.90	\$0.00
Other Costs Total	\$443,050.00	\$0.00	\$443,050.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$8,303,451.00	\$437,024.16	\$8,740,475.16	\$1,114,476.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$8,303,451.00	\$437,024.16	\$8,740,475.16	\$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

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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

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

Yes No