



2016 ANNUAL REPORT OKLAHOMA HIGHWAY SAFETY OFFICE

The Honorable Mary Fallin, Governor of Oklahoma

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Governor's Representative for Highway Safety*

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Preface

This report is for the Federal Fiscal Year 2016 from October 1, 2015 through September 30, 2016. This report contains a variety of crash data statistical references. The latest crash data currently available from the NHTSA FARS database (Fatality Analysis Reporting System) is calendar year 2015, with the exception of rates related to vehicle miles traveled (VMT) of which 2014 is the latest data available. The latest crash data available from the State of Oklahoma crash database is calendar year 2015. Due to corrections made in the FARS database which are not reflected in the Oklahoma database, there are often significant statistical differences related to use rates and percentages between FARS and State data. Therefore, any data provided and identified as Oklahoma data should be considered, for comparison purposes in goals and targets, as preliminary in nature only



Vision

Create and maintain an environment where Oklahoma roadways are safe for everyone

Mission

To combat the number and severity of traffic crashes by developing and supporting educational, enforcement, and engineering programs



View all OHSO reports, data and available materials online at: www.ohso.ok.gov

Executive Summary

The goal of the Oklahoma Highway Safety Office is, and always has been, to save lives by identifying and promoting programs designed to reduce the number and severity of traffic crashes in the State of Oklahoma. To this end, the Highway Safety Office works with our various local, State and Federal partners in identifying and prioritizing the State's traffic safety needs and goals, as outlined in the annual State Highway Safety Plan. The Highway Safety Office receives a majority of its funding from the National Highway Traffic Safety Administration (NHTSA), but also has oversight and administration of designated state funds obligated for specific purposes, such as motorcycle safety and child passenger safety. This Annual Report will provide an analysis of the results of its programs and goals for Federal Fiscal Year 2016.

Each year the Highway Safety Office provides funding for projects in several areas related to traffic safety, including:

- Bicycle and Pedestrian Safety
- Data/Traffic Records
- Driver Education
- Emergency Medical Services
- Impaired Driving Prevention
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Police Traffic Services, including speed enforcement
- Rail Grade Crossing Safety

Recently released national statistics reflect that The nation lost 35,092 people in traffic crashes in 2015, ending a 5-decade trend of declining fatalities with a 7.2% increase in deaths from 2014. The final data released in August by the U.S. Department of Transportation's National Highway Traffic Safety Administration showed traffic deaths rising across nearly every segment of the population. The last single-year increase of this magnitude was in 1966, when fatalities rose 8.1% from the previous year.

In 2015, there were 590 vehicle collisions involving a fatality in the State of Oklahoma¹, in which 643 persons lost their lives², compared to 669 fatalities from 589 fatal crashes in 2014. While these numbers represent an improvement in lives lost from 2014, they still represent a needless loss of life. Even more significant is the fact that of those 669 deaths, 170 resulted from crashes involving a driver having a blood alcohol level of .08 or more, an increase from 152 in 2014. We must continue our efforts to better identify the causal factors and remove impaired drivers from our roadways. In response to such need, the Governor's Impaired Driving Prevention Advisory Council was created in 2013. This council is charged with making recommendations to the Governor's office on ways to better combat the impaired driving problem. We have also increased our outreach to the Native American community, hosting a breakout session specific to tribal efforts in impaired driving at the annual OHSO Highway Safety Forum and participation in the annual TTAP Conference.

The increase in the observed statewide seat belt use rate from 83.6% in 2013 to 86.3% in 2014 did not continue into 2015, with the 2015 survey reflecting a use rate of 84.4%³. The good news is that the 2016 survey again reflected an increase to 86.6%, representing the highest use rate since the passage of the primary seat belt law in 1997; however, the Oklahoma rate is still less than the national rate of 90.3%. The northeast section of the state had the highest average seat belt use rate at 87.8%, while the southeast part of the

¹ *Oklahoma Crash Facts 2015*

² *NHTSA Fatality Analysis Reporting System (FARS) 2015*

³ *Oklahoma Seat Belt Observation Study Summer 2016*

State had the lowest at 84.4%. The highest sampled county use rate was Sequoyah County (89.9%), with Okmulgee County having the lowest (77.1%).

The OHSO is entering its fourth year of working with the OKGrants IntelliGrants programs. This program has shown itself to be a valuable tool in initiation and management of the many grants awarded through the OHSO each year.

Another challenge has been to address the growing problem of motorcycle crashes for the over 45 age group. With this in mind, Oklahoma, through a number of highway safety grants, has increased its support for motorcycle training and education, with the cooperation and support of the Oklahoma Motorcycle Safety Committee.

Legislative efforts this year resulted in a major change in the impaired driving law, whereby DUI and APC charges must be filed through a Court of Record, effective November 1, 2016. There are currently 79 Courts of Record in Oklahoma, including the 77 District Courts and the municipal courts of Oklahoma City and Tulsa. Other legislation also required the creation of a Impaired Driving Database to be able to track the judicial process of persons arrested for DUI and APC in the state. Previously no such unified database or record keeping system existed. New legislation effective November 1, 2016 now requires persons under the age of 18 to complete a certified motorcycle basic rider course before being licensed for operating a motorcycle.

Here are a few notable success stories from some of the FY2016 projects.

❖ *Norman Impaired Driving Enforcement Project*

As part of their year-long impaired driving project, Norman Police Department conducted *Operation Cadence*, named in memory of a child named Cadence that was killed in a crash involving an impaired driver. This project, during designated opportunities (usually holidays), began in the morning hours with general traffic enforcement and ending in the late night hours with impaired driving enforcement. Norman PD utilized an “all hands on deck” enforcement approach (HVE) throughout the holiday period. The program also resulted in significant press coverage.

❖ *OHP Impaired Driving Liaison Project*

Five IDLs conducted 45 impaired driving checkpoint/area wide emphasis events throughout the state resulting in 630 DUI arrests. These events were multi-agency and multi-jurisdictional.

❖ *Educational Alternatives Distracted Driving Education Project*

This project continues to demonstrate a high degree of success in a cooperative effort involving the non-profit EA and the FCCLA clubs in schools statewide to bring the message to high school teens on the dangers of texting/ distracted driving.

❖ *Statewide motorcycle training efforts*

Efforts in motorcycle training have resulted in a significant increase in the number of motorcycle riders receiving training, from around 2,100 in 2013 to more than 2,900 in 2015 and more than 3,100 riders trained from January through October in 2016.

❖ *OSBI alcohol/drug testing program*

As a result of efforts through this grant, the average turn-around time from receipt of sample to completion of testing has decreased from 109 days in 2013 to less than 30 days as of October 2016.

❖ *Oklahoma County Sheriff's Office Impaired Driving Enforcement*

Oklahoma County has experienced a significant decrease in the number of alcohol-related KAB crashes, from 209 in 2013 to 169 in 2015.

This has been a challenging year at the Highway Safety Office due to a significant number of staff personnel changes and the transition from MAP-21 to the FAST Act. The staff at the Highway Safety Office will

continue to earnestly strive to meet the daily challenges in making the streets and highways in Oklahoma safe for everyone.

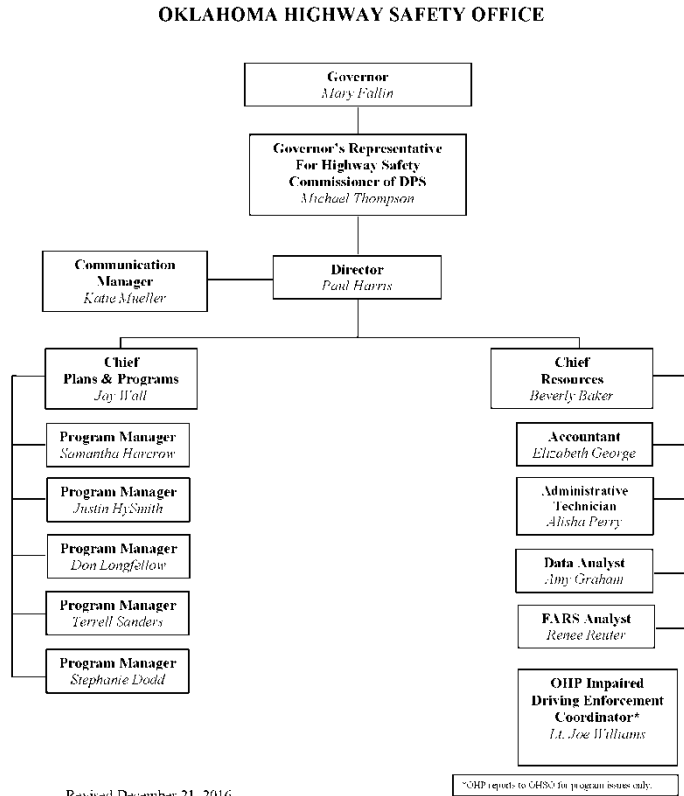
Respectfully,

Paul Harris, Director
Oklahoma Highway Safety Office

OHSO Organizational Chart

The Highway Safety Office currently has an office staff of fifteen FTE, including:

- Director
- Chief of Resources
- Chief of Plans and Programs
- Five (5) Program Managers
- Communication Manager
- Data Analyst
- FARS Analyst
- Accountant
- Administrative Technician



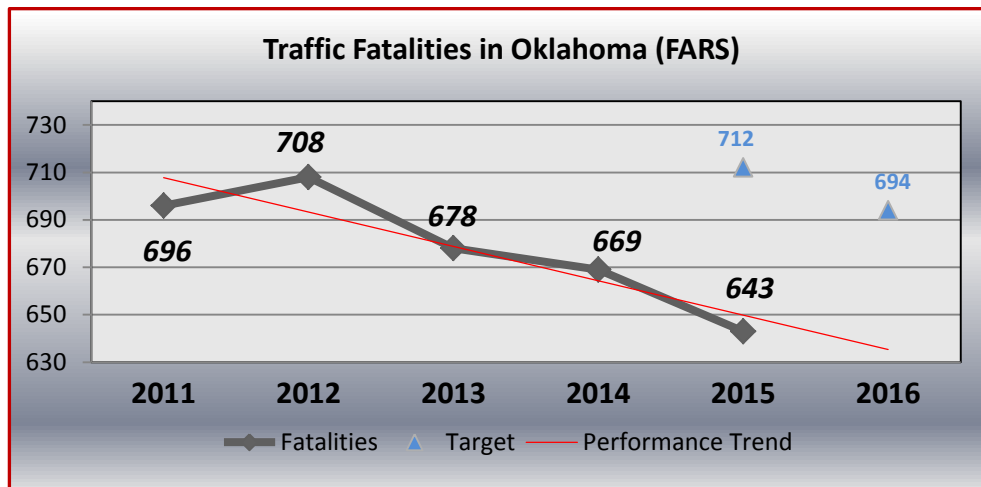
In addition to the office staff, the OHSO has seven full-time Highway Patrol Troopers assigned as Law Enforcement Liaisons to promote traffic safety programs statewide. These positions include a Statewide Impaired Driving/Occupant Protection Enforcement Coordinator and six troopers assigned as local Impaired Driving Liaisons.

NHTSA Core Outcome (C) and Behavior (B) Performance Measures

C-1 Number of Traffic Fatalities (FARS)

Target: To limit the projected increase in the number of traffic fatalities from 678 in 2013 to 694 in 2016.

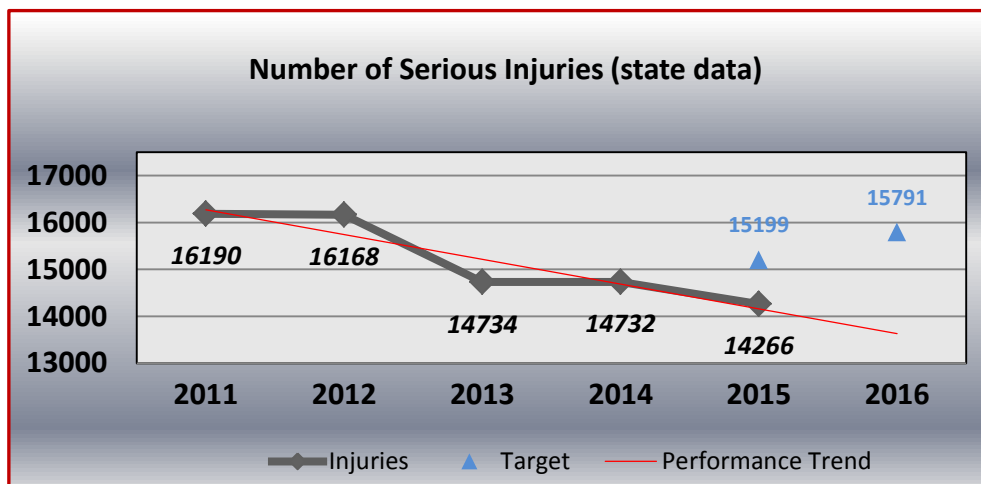
Oklahoma met its 2015 target to limit an expected increase in fatalities to no more than 712 in 2015, with 643 fatalities reported. While CY2016 results are not yet available, preliminary data to date indicates that fatalities in 2016 may remain fairly consistent with the 2015 results.



C-2 Number of Serious Injuries (State Data)

Target: To limit the projected increase in the number of Serious Injuries in MVC from 14,734 in 2013 to 15,791 in 2016.

Oklahoma met this target in CY2015, not only limiting but seeing a decrease in serious injuries from 14,732 to 14,266. Preliminary data for CY2016 is not available at this time. However, over the last five years, the number of serious injuries (incapacitating and non-incapacitating) has shown a downward trend, from a high of 16,190 in 2011 to 14,266 in 2015 (Oklahoma data).

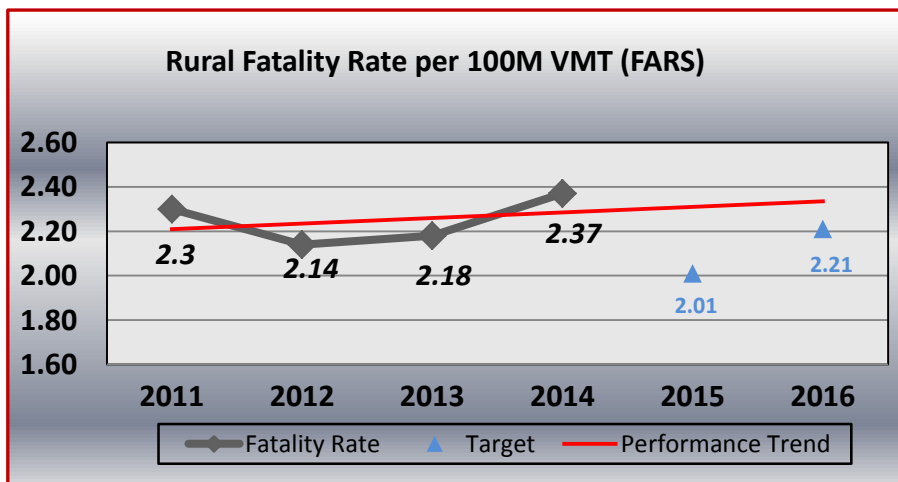
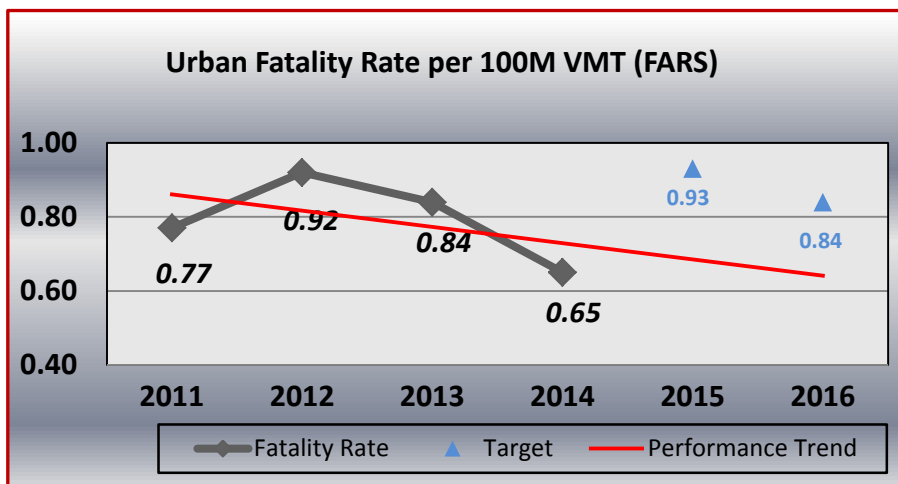
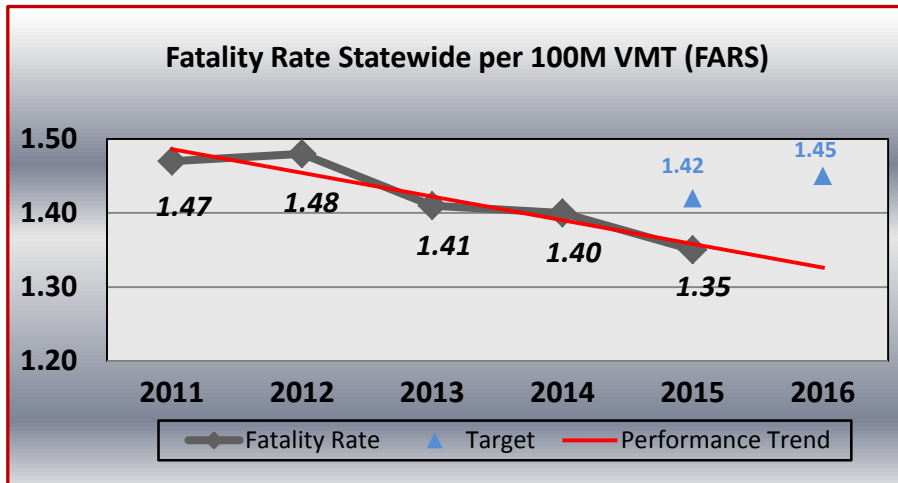


C-3 Fatality Rates for Vehicle Miles Traveled (FARS)

Target C-3: To limit the projected increase in the Fatalities per 100 Million VMT rate from 1.41 in 2013 to 1.45 in 2016.

Target C-3(a): To maintain the projected Urban Fatalities per 100 Million VMT rate from 0.84 in 2013 to 0.84 in 2016.

Target C-3(b): To limit the projected increase in the Rural Fatalities per 100 Million VMT rate from 2.18 in 2013 to 2.21 in 2016.

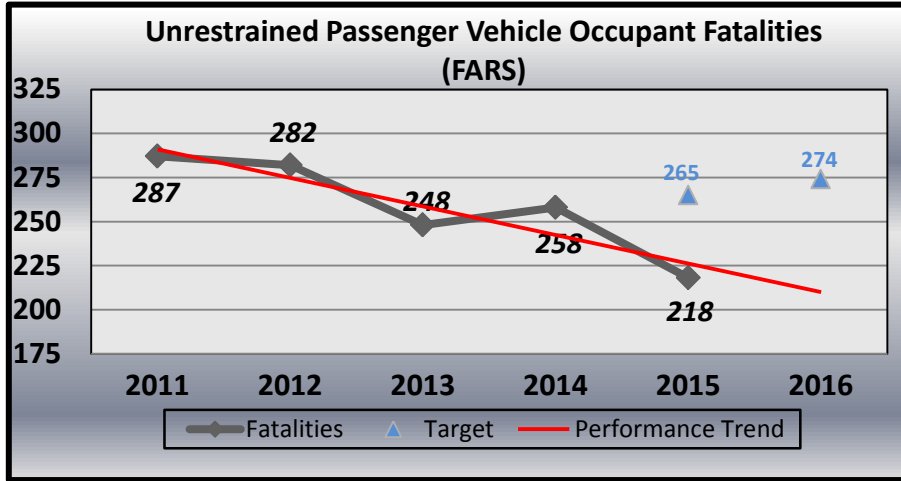


FARS data for this outcome measure are not yet available for CY2015 and CY2016. The measurement of fatalities per 100 million vehicle miles traveled (VMT) is a relatively small statistical number and thus a small deviation can reflect a statistically significant change. The chart data provided below reflect the CY2015 VMT rate for total fatalities based on state data. The breakdown for urban versus rural fatalities is not available within the state database at this time.

C-4 Unrestrained Fatalities, all seating positions (FARS)

Target: To limit the projected increase in the number of unrestrained occupant fatalities (all seating positions) from 248 in 2013 to 274 in 2016.

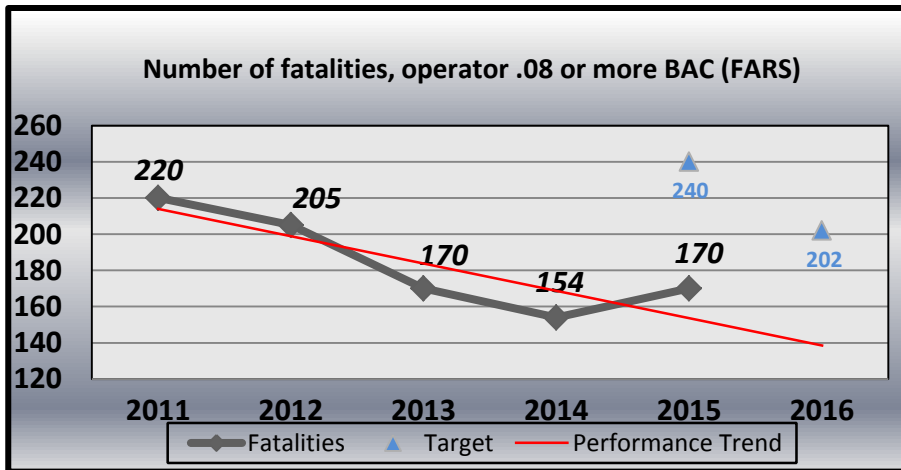
Oklahoma met its 2015 target goal, with the number of unrestrained fatalities down from 282 in 2012 to 218 in 2015. The 2016 statewide belt use survey reflected an increase in the statewide seat belt use rate from 84.4% in 2015 to an all-time high of 86.6% in 2016. Preliminary data for the number of unrestrained fatalities in 2016 is not available at this time.



C-5 Number of Fatalities, operator .08 or more BAC (FARS)

Target: To limit the projected increase in the number of fatalities involving drivers or motorcycle operators with .08+ BAC from 170 in 2013 to 202 in 2016.

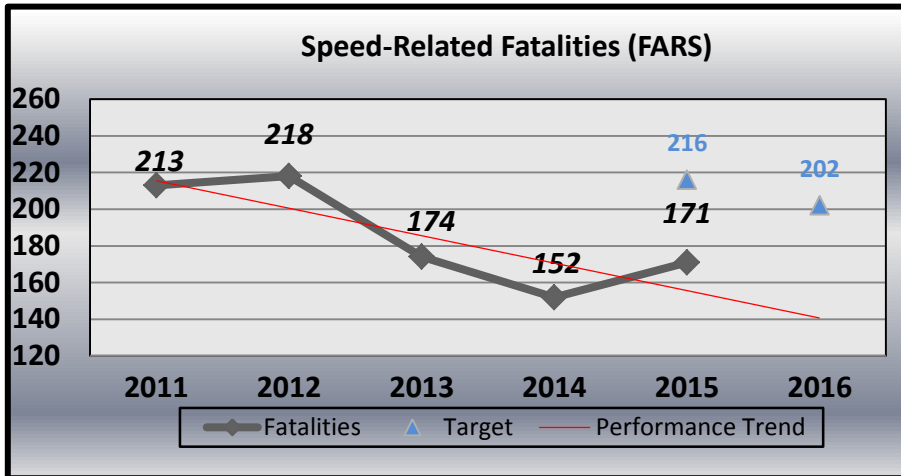
Oklahoma met and exceeded the 2015 target, reducing the number of .08 impaired fatalities from 205 in 2012 to 170 in 2015; however, there was increase in the number of fatalities from 154 in 2014 to 170 in 2015. The 2013 to 2014 year was the initial high-visibility high-impact first year of the ENDUI program. Nationwide, fatalities overall increased markedly. Due to the inability to obtain all necessary data needed for evaluation of this measure in a timely manner, no estimate as to what the 2016 results may reflect can be provided at this time.



C-6 Speed Related Fatalities (FARS)

Target: To limit the projected increase in the number of speed related fatalities from 174 in 2013 to 202 in 2016.

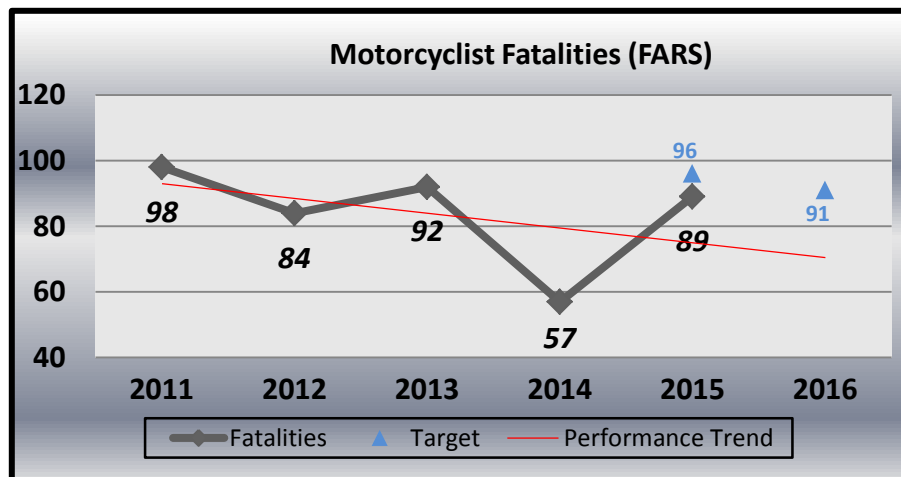
Oklahoma met the 2015 target goal with 171 speed-related fatalities in 2015. (Due to a lack of available data and the differences in the definition of “speed related” between FARS and Oklahoma analyses, use of Oklahoma data for comparison and projections for 2016 is not provided in this performance measure).



C-7 Motorcyclist Fatalities (FARS)

Target: To decrease the number of motorcyclist fatalities from 92 in 2013 to 91 in 2016.

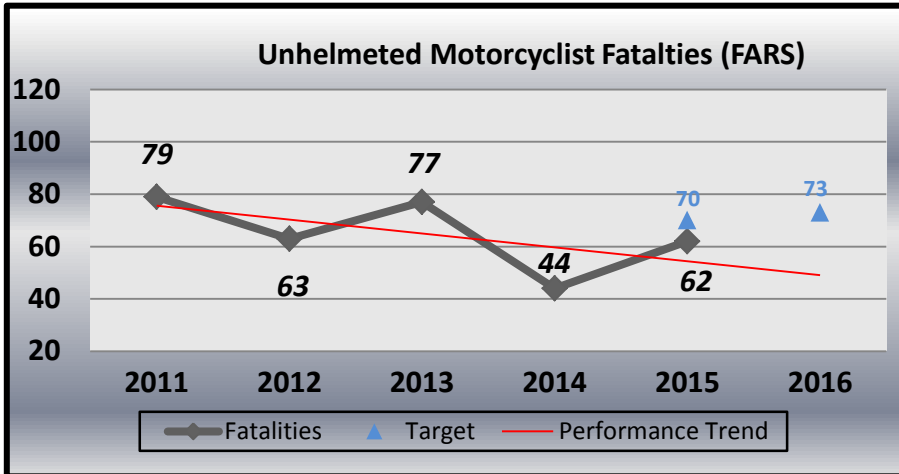
Oklahoma met the 2015 target, with 89 fatalities reported in 2014. While motorcyclist fatalities have tended to fluctuate significantly over the last several years, the overall trend has been a decrease in motorcyclist fatalities. Preliminary data for 2016 is not available at this time.



C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Target: To decrease the number of unhelmeted motorcyclist fatalities from 77 in 2013 to 73 in 2016.

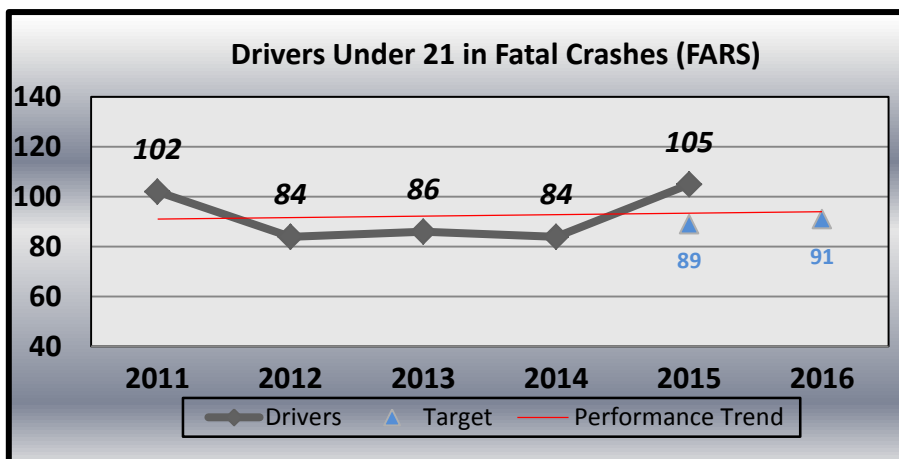
Oklahoma met the target projection for 2015, with 62 unhelmeted fatalities reported. Similar to that of the motorcyclist fatalities (C-7), the overall trend has reflected a slight decrease. Preliminary data for 2016 is not available at this time..



C-9 Drivers Under Age 21 Involved in Fatal Crashes (FARS)

Target: To limit the projected increase in the number of drivers under the age of 21 involved in fatal crashes from 86 in 2013 to 91 in 2016.

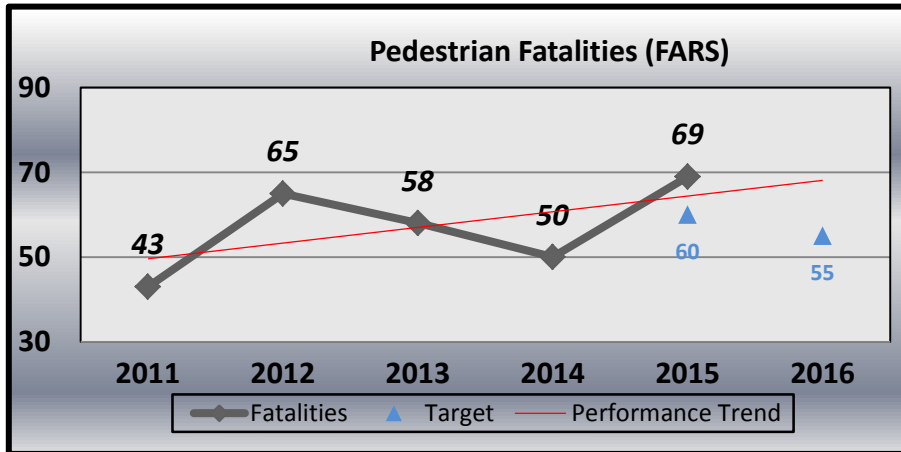
Oklahoma did not meet the 2015 target to limit the increase in the number of drivers under age 21 involved in fatal crashes to 89, with 105 drivers under age 21 involved in fatal crashes in 2015. The previous four years from 2011 through 2015 generally reflect an overall level trend in fatalities in this measure, with a spike in FY2015. Preliminary 2016 data is not available at this time.



C-10 Number of Pedestrian Fatalities (FARS)

Target: To decrease the number of pedestrian fatalities from 58 in 2013 to 55 in 2016.

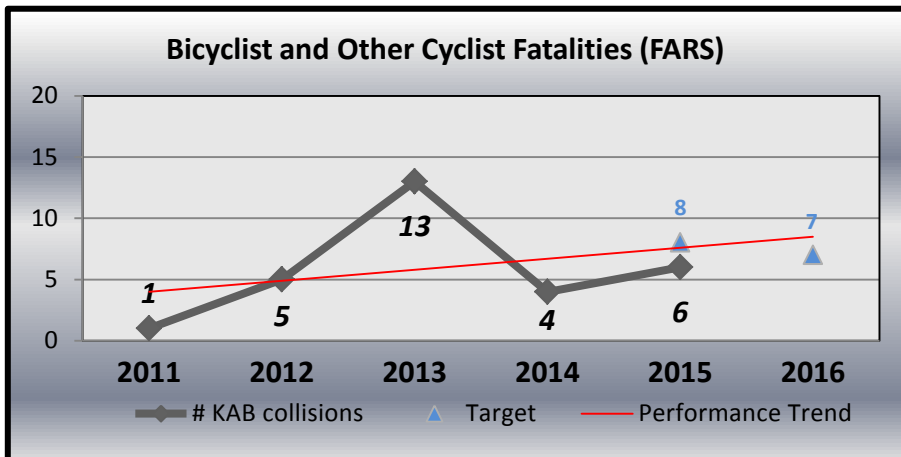
Oklahoma did not meet the 2015 target, with an increase in pedestrian fatalities from 50 in 2014 to 69 in 2015. While representing a relatively small percentage of total traffic fatalities, this area has nonetheless shown little improvement since 2011, with notable annual fluctuations. Oklahoma recognizes the need for additional efforts in this area, as reflected in the FY16 and FY17 Highway Safety Plans. Preliminary data for 2016 is not yet available.



C-11 Number of Bicyclist and Other Cyclist Fatalities (FARS)

Target: To decrease the number of bicyclist and other cyclist fatalities from 13 in 2013 to 7 in 2016.

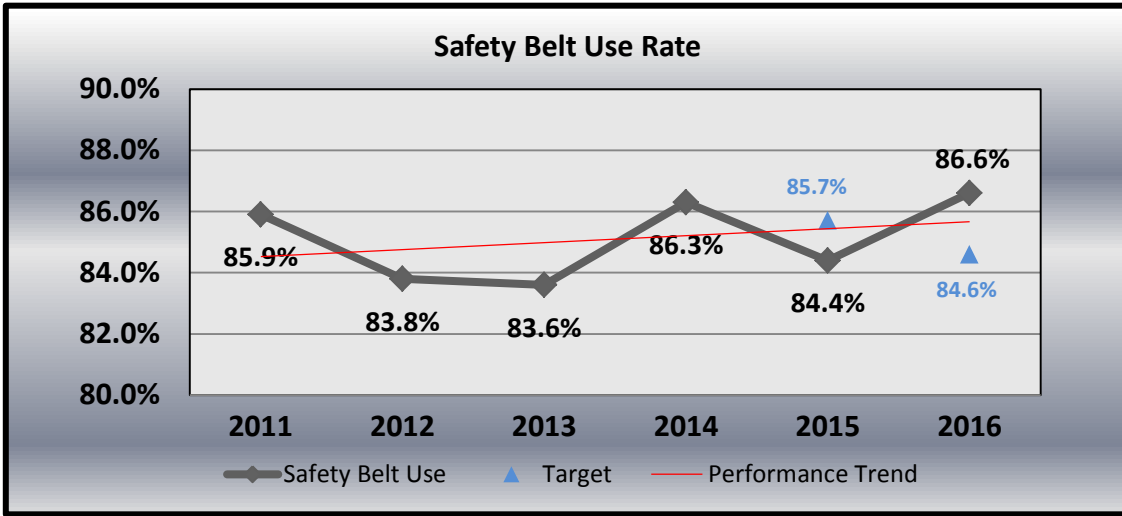
Oklahoma met its target for 2015, with 6 pedestrian fatalities reported. While a relatively small percentage of overall traffic fatalities, this area has nonetheless shown an increasing trend over the last several years.



B-1 Statewide Seat Belt Use Rate

Target: To limit a projected decrease in the safety belt use rate from 86.3% in 2014 to 84.% in 2016.

Oklahoma met its 2016 target to achieve at least a 84.6% statewide seat belt use rate. The 2016 rate of 86.6% represents an all-time high for Oklahoma. Improvement in this area has been difficult to achieve over the last several years, despite increased efforts as identified in the statewide OP strategic plan. Oklahoma will continue to explore other methods to increase the use rate, including an NHTSA assessment scheduled in FY2017 to help in identifying additional strategies and improvements to increase the seat belt use rate in Oklahoma.



5-Year Summary of NHTSA Core Performance Measures for Oklahoma

	2011	2012	2013	2014	2015	2016	2016 Target
Traffic Fatalities (FARS)	696	708	678	669	643	*	694
Number of Serious Injuries (OK-AB)	16,190	16,168	14,734	15,401	14,266	*	15791
Fatalities/VMT Overall (FARS)	1.47	1.48	1.41	1.40	1.35	*	1.45
Fatalities/VMT – Rural (FARS)	2.30	2.14	2.18	2.24	**	*	2.21
Fatalities/VMT – Urban (FARS)	0.77	0.92	0.84	0.75	**	*	0.84
Unrestrained Fatalities (FARS)	287	282	248	258	218	*	274
Alcohol Impaired Fatalities (BAC .08 or more) (FARS)	220	205	170	154	170	*	202
Speed Related Fatalities (FARS)	213	218	174	152	171	*	202
Motorcyclist Fatalities (FARS)	98	84	92	57	89	*	92
Unhelmeted Motorcyclist Fatalities (FARS)	79	63	77	44	62	*	73
Drivers Under age 21 Involved in Fatal Crashes (FARS)	102	84	86	84	105	*	91
Pedestrian Fatalities (FARS)	43	65	58	50	69	*	55
Bicyclist and Other Cyclist Fatalities (FARS)	1	5	13	4	6	*	7
Statewide Seat Belt Use Rate (OK)	85.9%	83.8%	83.6%	86.3%	84.4%	86.6%	84.6
Grant Funded Enforcement Activity (based on FFY)							
Seat Belt Citations	31,276	46,276	22,043	47,638	38,511	28,662	
Impaired Driving Arrests	3,971	3,570	3,781	3,939	3,803	3,243	
Speeding Citations	50,738	47,995	48,202	32,994	39,511	41,785	
*FARS data not yet available.							
2015 Fatalities/VMT data reflects Oklahoma data. FARS data not yet available.							
**State data not yet available.							

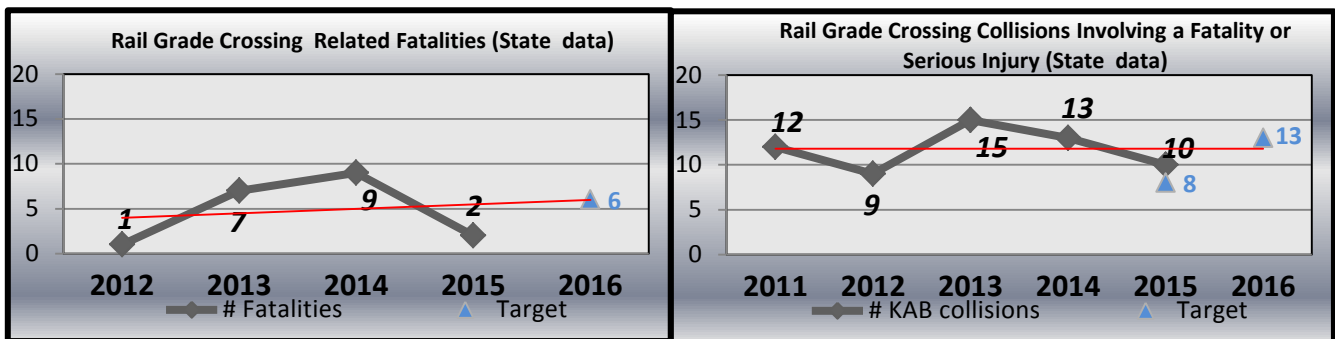
Other Performance Measures

Railroad Safety (State Data)

Target: To reduce the number of rail grade crossing fatalities from 7 in 2013 to 6 in 2016.

Target: To reduce the number of rail grade crossing fatality and serious injury crashes from 15 in 2013 to 13 in 2016.

The Oklahoma target for 2015 did not specify a number, but indicated the intent to limit any increase from the 1 fatality that occurred in 2012. There were 2 fatalities at rail grade crossings in 2015, which could be considered as meeting that target goal. Due to the relatively small number of such fatalities and collisions annually, the number of collisions versus the number of fatal or serious injuries involved tends to fluctuate markedly from year to year where percentages are involved, especially if a single crash involves multiple fatalities, as is not unusual in vehicle-train crashes. In 2015, there were 10 injury crashes involving a train resulting in 2 fatal injuries. The primary emphasis in railway crossing safety is to decrease the number of collisions, thereby offering the best chance to decrease the number of fatal and serious injuries resulting from vehicle/train collisions. Preliminary data for 2016 is not available at this time.



Traffic Records Improvements

Target: To increase the number of mappable city collisions statewide in the SAFE-T Collision Explorer tool from 66.% as of April 1, 2015 to 80% by September 30, 2016.

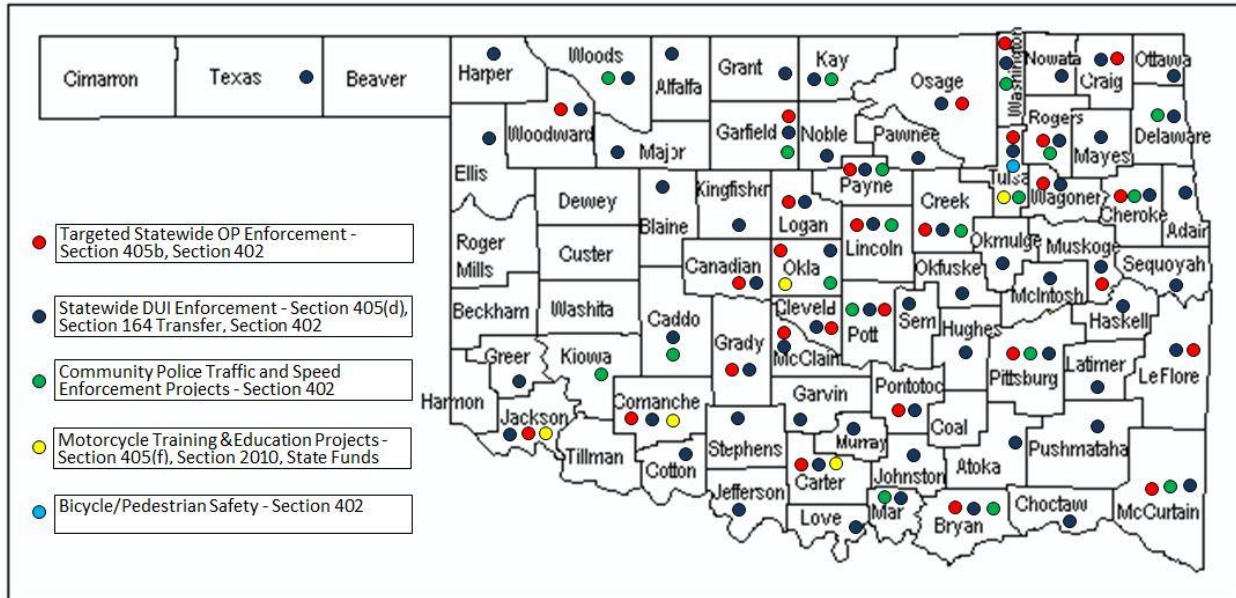
Oklahoma met this target goal. As of September 30, 2016 there were 590,074 mappable city street collisions in the SAFE-T database out of a total of 714,680 city street collisions submitted - representing 82.6% of the mappable city collisions statewide.

Coordination with the State Strategic Highway Safety Plan (SHSP)

As required by 23 U.S.C. 150(c)(4), the State Highway Safety Plan (HSP) and the Oklahoma Strategic Highway Safety Plan (SHSP) must coordinate efforts to ensure that NHTSA Core Outcome Performance Measures C-1, C-2 and C-3 are consistent between the two plans. The Highway Safety Office has met regularly with our partners to review the SHSP and develop goals and objectives for the upcoming plan to be released soon by the Oklahoma Department of Transportation. Those partners include ODOT, OHSO, FHWA, Oklahoma Highway Patrol, OHP Commercial Motor Vehicle Enforcement Division, municipal planners and others. The Strategic Highway Safety Plan can be found on the ODOT website.

Enforcement Activity Statewide

Oklahoma Law Enforcement Agencies conducted grant funded enforcement activities in 68 of 77 counties in Oklahoma during FFY2016. The map below indicates the types of activity conducted, both enforcement and non-enforcement, and the funding source utilized.



A total of 47 law enforcement agencies received grants which included funding for overtime traffic enforcement activities - resulting in a total of 140,972 written violations issued.

DUI	3,243
OP	28,662
Speed	41,785
Others	67,282
Total	140,972

Partnerships in Traffic Safety

Distracted Driving

Drive Aware Oklahoma is a statewide grassroots organization formed in 2012 to decrease injuries and fatalities caused by inattentive driving in Oklahoma through public education. The Highway Safety Office, Highway Patrol, Oklahoma Safety Council, ODOT and a variety of other state organizations, businesses and individuals are members or supporting partners of the group. As a result of their hard work and dedication, Governor Mary Fallin signed a new distracted driving bill at the State Capital on May 5, 2015 making texting while driving illegal. The law had an effective of November 1, 2015.

Child Passenger Safety

A number of state organizations, including AAA of Oklahoma, OSDH Injury Prevention Advisory Committee, Safe Kids Oklahoma, Safe Kids Oklahoma City Metro, OU Medical Center Trauma Services, and a number of other public health organizations were instrumental in the passage of the state booster seat law, effective Nov 1, 2015. This legislation modified the existing CPS law to require children under age 8 or 4'9" tall to be properly restrained in a child seat or booster seat until age 8 and in addition required that infants remain rear facing until 2 years of age.

Safe Communities/Community Traffic Safety Programs

There are currently four active Safe Community/Traffic Safety Coalition groups in Oklahoma: Metro Area Traffic Safety Council (Oklahoma City), Safe Communities of Northeastern Oklahoma (Tulsa), Southern Oklahoma Traffic Safety Coalition (Durant), and North Central Oklahoma Traffic Safety Coalition (Ponca City/Enid). These groups meet either monthly or quarterly to discuss, promote and coordinate traffic safety efforts in their general areas..

Two advanced collision investigation training courses for law enforcement officers were held this year, hosted by Safe Community/TSC groups. These trainings were conducted by the Institute of Police Technology and Management (IPTM). The courses held this year were: "Advanced Traffic Crash Investigation", hosted by Norman PD with 6 officers completing the course; and "Human Factors in Traffic Crash Reconstruction", hosted by Ponca City PD with 14 officers completing the training.

Highway Safety Corridor projects

The OHSO continued support of Highway Safety Corridor projects in Pottawatomie, Payne and Cherokee counties - areas previously identified in cooperation with the Oklahoma Department of Transportation in 2012. After a review of the data collected, two of the three safety corridors did not demonstrate a significant effect in reducing crashes and were discontinued as of September 30, 2016. The Safety Corridor in Cherokee County did reflect some positive results and was continued. A new strategy for safety corridors is being developed for FY2017.

Sports Marketing

OHSO partners with University of Oklahoma, Oklahoma State University and the OKC Dodgers baseball club for sports marketing. In FY16, University of Oklahoma and Oklahoma State University utilized the impaired driving message ENDUI. Campaign elements include in-game signage, video, sports radio, public address reads, social and online media. The universities provide the opportunity for interactive pre-game experiences focused on impaired driving education. This past year, we used well know sports radio influencers to bring the message of ENDUI to our target audience reaching thousands of college football fans with the ENDUI message.

Two Occupant Protection events were held during regularly scheduled OKC Dodgers baseball games on Sundays when large numbers of families attend. These events highlighted a Q&A CPS Quiz and CPS messaging throughout the Dodger Program along with additional CPS messaging included on billboards and announcements. Dodger Fans were encouraged to exchange their completed CPS Quiz to receive their own complimentary Dodger “fan” (battery operated fan provided by the OKC Dodgers). Safe Kids Oklahoma volunteers were available to provide educational feedback to each person who presented a completed quiz before receiving their complimentary fan.

Other Notable Events

- OHSO hosted the annual Project Directors Training Course held at the Embassy Suites Hotel and Conference Center in Oklahoma City, October 6-7, 2015, with about 106 representatives from FY2016 sub-recipient agencies in attendance. This event trains and equips our grantees across the state to have the knowledge and resources necessary to successfully conduct their projects for the coming year.
- The OHSO hosted the Oklahoma Traffic Safety Forum at the Embassy Suites Hotel and Conference Center in Norman April 11-12, 2016, with approximately 130 persons in attendance. The event featured a panel of experts and breakout sessions featuring agencies, offices, organizations and interest groups across the state. The OHSO awards luncheon took place during that event. Awards included the Duane Clark Award and the J.C. Burris Award, as well as several Director's Awards, Safe Communities Awards and Special Recognition Awards.
- Motorcycle Safety Awareness Day was held on Saturday April 30, 2016 at OSU-OKC Public Safety Training Center. There were several vendors present for the event with approximately 80 participants. Assistant Commissioner Gerald Davidson was the guest speaker for the event discussing the importance of motorcycle safety and appropriate motorcycle gear. The Edmond Police Department and the Broken Arrow Police Department were present to show demonstrations and advertise their "Motorcycle Survival" programs.
- Educational Alternatives conducted their annual recognition program named Oklahoma Challenge for outstanding FCCLA student projects on Tuesday May 3, 2016 in the Blue Room located on the 2nd floor of Oklahoma State Capitol. They had over 50 students and advisors from eight (8) schools in attendance. Smithville FCCLA won the State Award. State Representative O'Donnell, who is the author/sponsor of the State Legislative bill to regulate texting while driving, was the keynote speaker. Each participating school and facilitator received a commendation letter signed by Oklahoma Governor Mary Fallin. Toby Taylor, Director of the Oklahoma Highway Safety Office, attended and thanked the students for contributing to initiatives that inspire students to drive safely.
- Two IPTM Advanced Crash Investigation Courses were hosted this year, by Norman Police Department and Ponca City Police Department. Twenty (20) officers from various agencies completed the training.

Impaired Driving Program Summary

The Oklahoma Highway Safety Office recognizes, and prior NHTSA reviews corroborate, that impaired driving is a serious issue nationwide, but even more so in Oklahoma. Beginning in 2012, the OHSO increased its emphasis on impaired driving issues, including enhanced enforcement efforts, legislative efforts, judicial and prosecutorial training, treatment and prevention options, and PI&E efforts. At the forefront of this increased emphasis were the efforts of the members of the Governor’s Impaired Driving Prevention Advisory Council (GIDPAC), through Executive Order 2013-03 signed by Governor Mary Fallin on February 5, 2013 and resigned in 2015. This council has continued to meet quarterly since its creation and presented its formal recommendations to the Governor on Feb 5, 2014.

In FY2016, OHSO provided grants to 19 law enforcement agencies statewide, including the OHP, to conduct enforcement activities primarily dedicated to impaired driving enforcement in the majority of the

counties in in Oklahoma⁵. These overtime efforts resulted in 3,090 arrests for impaired driving offenses. There were also a number of projects that addressed increased training and education in impaired driving offenses for judges and prosecutors.

Using funding from several sources, including Section 402, Section 164 Transfer, and Section 405(d) Oklahoma has developed a statewide strategic plan to address this issue. This plan promotes sustained high-visibility enforcement of impaired driving violations. The plan includes activities in enforcement, education, media, judicial and prosecution areas. In addition, all grantees having enforcement activities are required to submit monthly reports on the number of impaired driving, occupant protection, and speeding violations issued during grant funded operations. *On a negative note, fatalities involving vehicle operators having .08 or more BAC increased by 10% from 2014 to 2015 (154 and 170, respectively).*

Program Activities

OHP STATEWIDE HIGH VISIBILITY IMPAIRED DRIVING ENFORCEMENT OHP IMPAIRED DRIVING COORDINATOR

***MSHVE-16-03-01-10
MSIDC-16-07-01-00***

Utilizing all 13 field Troops, the OHP conducted sustained overtime impaired driving enforcement in 66 of the State's 77 counties. In addition, each troop used crash, incident and arrest data to target the two highest need counties within that troop for increased overtime enforcement. While state data for 2016 is not yet available for comparison, FARS data did reflect that there was an increase from 2014 to 2015 in the number of fatal crashes involving a driver with a BAC of .08 or more.



The combination of high-visibility enforcement with PI&E efforts locally has been shown to be an effective tool in reducing the number of alcohol-involved crashes and is believed to have contributed greatly to the reduced number and percentage of alcohol-involved crashes statewide.

In addition to overtime enforcement, an OHP Statewide Coordinator was employed to facilitate and coordinate the activities of the field troops in identification of problem areas and coordination of scheduling and reporting activities. Among other duties, the coordinator developed a data-driven impaired driving strategic plan which was employed in conjunction with the formation of statewide impaired driving enforcement teams. These teams are composed of both OHP Troopers and officers from various area law enforcement agencies.

In support of the statewide impaired driving enforcement teams, four (4) Chevrolet one-ton cargo vans were purchased in 2015, outfitted and equipped as DUI Mobile Command Centers. These vans were customized with vehicle wraps identifying them as such, with state-of-the-art equipment, including radio communications, Intoxilyzer 8000, passive alcohol-sensor devices, PBTs, and telecommunication kiosks to access driver license and vehicle registration information. These mobile command centers will be used throughout the state in DUI checkpoints and task force efforts.

OKLAHOMA COUNTY IMPAIRED DRIVING ENFORCEMENT

***AL-16-03-12-09
OP-16-03-05-09
PT-16-03-16-09***

This project provided funding for overtime high-visibility impaired driving and occupant protection enforcement. Deputies and Reserve Deputies with OCSO worked a total of 7,968 hours of overtime on this project, with 2,722 hours directed toward impaired driving enforcement and 2,810 hours for occupant protection enforcement. Overtime enforcement resulted in 253 DUI arrests, 4,693 OP violations, 837 speeding violations and 6,881 other types of violations.

This project also funded a full-time deputy for traffic safety education and outreach. The Project Deputy conducted a total of 90 presentations during the year, using the SIDNE vehicle (Simulated Impaired Driving Experience) as well as the Rollover simulator whenever possible.

⁵ See map on page 12

***NORMAN PD DRE PROGRAM
OACP ARIDE TRAINING PROJECT
CLEET IMPAIRED DRIVING TRAINING COORDINATOR***

***AL-16-02-02-16
M5TR-16-02-04-15
M5TR-16-05-02-03***

With proper training, the ability and effectiveness of the officer to recognize and detect impaired drivers is greatly enhanced. In order to promote and provide necessary training in effective impaired driving enforcement (long recognized as a key ingredient in traffic safety efforts), OHSO partnered with the Norman Police Department, the Oklahoma Association of Chiefs of Police and the Council on Law Enforcement Education and Training (CLEET) to provide training in the detection of impaired drivers. DRE (Drug Recognition Expert) and ARIDE (Advanced Roadside Impaired Driving Enforcement) are both training courses to aid in the detection and evaluation of impairment resulting from misuse of drugs, alcohol, or other substances that may impair driving ability.

Twenty-three (23) ARIDE training classes were planned, scheduled, aggressively advertised in cooperation and coordination with the CLEET Coordinator, and conducted in accordance with NHTSA guidelines. Class locations were selected to cover both rural and urban areas statewide. A total of three hundred seventy nine (379) officers were trained in the ARIDE classes.

The DRE course is a rigorous two-week course and provides extensive knowledge concerning drug impairment. There were two (2) DRE certification courses conducted this year for 29 candidates, 21 were new DRE officers and 8 were current DRE officers certified as DRE Instructors. This number is slightly down from the 40 officers certified in 2015.

The CLEET Impaired Driving Training Coordinator was charged with facilitating and promoting the various impaired driving training programs throughout the state and providing a point of contact for those needing or desiring such training. This position worked closely with Norman PD, OACP and CLEET to accomplish this goal. As part of her duties, the IDTC developed an implementation plan to expand impaired driving training. The IDTC also developed and maintained a statewide register and database to track SFST, ARIDE and DRE trained officers.

***TRAFFIC SAFETY RESOURCE PROSECUTOR
STATE JUDICIAL EDUCATOR***

***AL-16-02-01-13
M5CS-16-02-01-05***

District Attorneys and Judges are a critical component of the impaired driving prevention process. The OHSO contracted with the Oklahoma District Attorneys Council and East Central University to provide these key personnel with up-to-date, state-of-the-art customized training. The TSRP project conducted 58 hours of continuing education across 13 separate training events in 2016 to approximately 255 traffic safety partners. These training events included the 2016 Prosecutor Boot Camp and Trial Advocacy workshop and the annual Prosecuting the Impaired Driver conference amongst other legal update and sobriety checkpoint presentations. Over 1,150 traffic safety partners received the TSRP "Highway Headlights" newsletter and other resource documents prepared by the TSRP project. The TSRP provided technical assistance in 94 DWI, DUI, DUID and APC cases, and conducted 260 public awareness activities via Facebook or Twitter.

The *State Judicial Educator Project (SJEP)*, through a contract with East Central University in Ada, is charged with providing training and education to judges concerning impaired driving cases. The Honorable Carol Hubbard (retired) was hired in December of 2013 to fill the SJE position. Through the Center of Continuing Education and Community Services at East Central University, the SJEP provided judicial education and training programs for judges in two separate events: MJCLE education workshop during the Oklahoma City Bar Convention on November 5, 2015 that had 34 judicial participants and we secured an additional presentation at the Summer Judicial Conference that featured Mr. Greg Hurley from the National Center for State Courts [NCSC] present Body-Worn Cameras and the Courts and how that applied to impaired driving. There were 31 judges in attendance.

***BOT STATEWIDE CHEMICAL TESTING
OSBI IMPAIRED DRIVING TESTING***

***M5TR-16-05-01-03
M5BAC-16-05-01-08***

“DUI cases have become some of the most complex in the criminal justice system. These challenges range from the initial law enforcement stop of the vehicle to the testing procedures used to determine alcohol

*concentration in blood, breath, and urine samples to possible alternative explanations for those results.*⁷ Without the ability to conduct quantitative and qualitative analysis in a proper and timely fashion, the needs of the judicial system, the police officer, the citizen and the public are not served. For several years, the OHSO has partnered with the Oklahoma Board of Tests (BOT) and the Oklahoma State Bureau of Investigation (OSBI) to increase and improve testing and analysis of DUI test results.

The Board of Tests provided 39 regional Intoxilyzer training classes with a total of 383 individuals receiving the training. The new intoxilyzer refresher training and blood kit refresher training was conducted two times each in two separate areas with a total of 20 students.

The OSBI performs the State's analysis of blood samples in DUI cases. Using state-of-the-art equipment obtained through prior grants, this grant funded two additional analysts to improve the timeliness of analysis. As a result, the OSBI Toxicology laboratory averaged a turn around time of 29.7 days, meeting the goal of 30 days or less. The turn around time is the time from the cases is initially submitted to the laboratory to the date the case is completed. During this grant cycle, this time ranged from a high of 36.5 days to a low of 20.1 days. It should be noted that while the average turn around time has fluctuated both above and below the 30 day goal, significant improvement has been made in this area since the beginning of this program in 2013. In October of 2013, the average turn around time was 109 days.

GOVERNOR'S IMPAIRED DRIVING PREVENTION ADVISORY COUNCIL

164AL-15-07-01-00

M5OT-15-07-01-02



Created by Executive Order in 2013, GIDPAC was charged with reviewing all aspects of the impaired driving problem in Oklahoma and submitting recommendations to the Governor. The Governor's appointees to the council included members from a variety of governmental and non-profit agencies, including: Oklahoma Dept. of Mental Health Substance Abuse Services, Oklahoma ABLÉ Commission, Oklahoma Dept. of Corrections, Oklahoma Bureau of Narcotics and Dangerous Drugs, Oklahoma District Attorneys Council, Stop DUI Oklahoma, Oklahoma Highway Safety Office, a member from the Oklahoma Senate and House of Representatives, a District Court Judge and the Oklahoma Dept. of Public Safety. Supporting the effort were representatives from a number of organizations, including: VIP of Oklahoma, CLEET, OSBI, BIA, Oklahoma Safety Council, and the Oklahoma Dept. of Education.

Since the inception of GIDPAC, the Council has been working on addressing 37 recommendations in the areas of: Program management and strategic planning, prevention, the criminal justice system, communications, treatment and rehabilitation, and program evaluation and data. Key among the recommendations were four specific action steps considered vital to the improvement of Oklahoma's impaired driving system:

- Integrate the current administrative driver license system with the current judicial system for impaired driving offenders;
- Enhance accountability for DUI offenders by limiting jurisdiction for impaired driving cases to District Courts, Municipal Courts of Record, and proposed Certified Impaired Driving Municipal Courts of Record;
- Create an inclusive, statewide impaired driver tracking system;
- Conduct a review of Oklahoma's impaired driving statutes, court rulings and administrative rules to allow for implementation of the Plan's proposals.

The Council was renewed in 2015 by Executive Order 2015-14 and charged with continuing to review, evaluate and monitor the impaired driving system. Additionally, the Council is charged with modifying, implementing and overseeing plans to address the gaps identified. Work continues with:

- A shift in focus to increased emphasis on DUI-D; development of a plan is in process;

⁷ NHTSA Challenges and Defenses II, DOT HS 811707, March 2013

- Increased focus on training for law enforcement , to include the development of an Impaired Driving Investigator Training course, which will consist of Levels I-IV;
- Exploring other methods of testing; the oral fluid study is being conducted in conjunction with OSU and OHP;
- Increased opportunities for Breath Test Operator training through the Board of Tests.

There were two (2) grants funded in FY2016 as a direct result of GIDPAC recommendations:

- *Department of Mental Health AlcoholEdu Project* *AL-16-05-01-03*
The program has demonstrated positive outcomes in increasing alcohol related knowledge, decreasing acceptance of underage drinking, reducing underage drinking and reducing riding with an intoxicated driver. The project this year allowed for AlcoholEdu to be available to 25 schools across the state.
- *Department of Mental Health 2M2L Task Force Project* *M5OT-16-02-01-03*
During the July 4th 2016 weekend, eight law enforcement agencies worked overtime enforcement directed at underage drinking, adult over-service and party dispersals in their jurisdictions.

OSU IMPAIRED DRIVING EDUCATION PILOT PROJECT *AL-16-05-02-08*
COMMUNITY IMPAIRED DRIVING ENFORCEMENT AND EDUCATION⁸

As reflected on the map on page 12, there were enforcement grants provided to forty-seven (47) Oklahoma law enforcement agencies in FY2016. Of those, fourteen (14) were primary high-visibility impaired driving enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). Three other agencies (Bixby, Edmond and Owasso) had impaired driving as a secondary emphasis area. Such countermeasures have long been recognized as effective countermeasures to prevent DUI related crashes.⁸ With the exception of the OHP, all of these were local community projects.

The Oklahoma State University pilot project funded a full-time Project Officer to develop, implement a formalized alcohol education program. The Project Officer made 35 alcohol education presentations at Freshman Orientation classes, Residential Halls, and Greek housing. As of the close of the project year, an evaluation of the program was not yet available.

Other than OHP, local community agencies having enforcement grants included:

Anadarko PD	Kay Co SO	Norman PD	Rogers Co SO
Bixby PD	Lawton PD	Oklahoma City PD	Sand Springs PD
Del City PD	Logan Co SO	Oklahoma Co SO	Tulsa PD
Edmond PD	Mustang PD	Owasso PD	Tuttle County SO

The above agencies including OHP reported a total of 3,079 arrests for impaired driving during grant funded overtime(95% of impaired driving arrests made during all funded enforcement projects).

Motorcycle Safety Program Summary

Oklahoma met and exceeded both the targets for motorcycle safety in 2015. Of the 89 fatalities reported, 62 were unhelmeted. Oklahoma has addressed the traffic problems associated with the increased number of motorcyclists on the highways over the last several years by expanding training and education programs.⁹ The Oklahoma Advisory Committee for Motorcycle Safety and Education approves the funded projects and other state programs and solicits input from its members and partners on motorcycle safety matters. Efforts

⁸ *NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013*

⁹ *See Pg 35 – FY2016 Funded Project Expenditures*

are continuing to include training requirements in the motorcycle endorsement law. We have not been, and do not expect to be in the foreseeable future, successful in getting a mandatory helmet law passed.



The motorcycle fatality helmet use vs non-use display at the annual Forum prompted considerable discussion and publicity.



Program Activities

EDMOND PD MOTORCYCLE SAFETY EDUCATION

STMC-16-02-03-18

Using the specially designed trailer and demonstration motorcycles purchased previously, the Edmond Police Department Motorcycle Division conducted 9 training courses with 148 students, and 23 Share the Road presentations to an audience of more than 3,500 persons this year to promote the motorcycle safety “Share the Road” message. The training program teaches two levels of motorcycle classes. Level one is a motorcycle survival course that focuses on emergency braking and collision avoidance utilizing slow speed maneuvering. The class is offered in the spring and fall. Level two is a more dynamic version of level one. Level two takes the skills learned in level one and combines them into a real life scenario which combines several of the exercises from level one into multitask exercises to further challenge the rider to be proficient in their everyday riding and collision avoidance practices.

The share the road aspect of the project is completed by meeting with both riders and non-riders and discussing motorcycle safety and how we all play a part in a successful statewide safety project. Project personnel attend motorcycle shows and rally’s to meet with the riders in their environment to talk safety and hear their concerns. Edmond PD also includes a motorcycle safety section in their *alive@25* program.

BROKEN ARROW MOTORCYCLE SAFETY EDUCATION

STMC-16-02-02-15

TULSA MOTORCYCLE SAFETY EDUCATION

STMC-16-02-08-09

The Broken Arrow and Tulsa Police Departments both instituted motorcycle safety programs in their respective cities in FY2016 (Broken Arrow is a suburb southeast of Tulsa). Using the same Motorcycle Survival Course curriculum as the Edmond PD program, these agencies conducted a total of 12 training classes with 138 students participating during FY2016. As with the other OHSO funded projects, there is no charge to attendees and officers conducting the training work in a overtime capacity funded by their grants. The evaluations completed by the participants in these grants have been overwhelmingly positive in their evaluation of the manner and professionalism of the training they received from these agencies.

OHP MOTORCYCLE SAFETY EDUCATION

STMC-15-06-01-01

The OHP Motorcycle division Troop MC is made up of 1 Captain, 1 Lieutenant and 14 Troopers. During FY16, OHP Troop MC conducted 8 Saferider/Motorcycle Survival Programs throughout the State of Oklahoma with 165 participants. Each of these classes consisted of 20-30 students participating in hands on riding exercises to improve their safe riding skills. OHP Troop MC also presented the Share the Road at 22 venues such as safety fairs and large gatherings of motorcycle riders. During these events Troop MC came into contact with thousands of motorcycle riders, automobile drivers and commercial vehicle drivers promoting motorcycle awareness and safety. OHP Troop MC promoted voluntary safety helmet use at every program and required safety equipment use at all of the events in which actual on-bike instruction was involved.

GREAT PLAINS TECHNOLOGY CENTER TRAINING
SOUTHERN OK TECHNOLOGY CENTER MOTORCYCLE SAFETY EDUCATION
OSU-OKLAHOMA CITY TRAINING PROGRAM

STMC-16-02-04-05
STMC-16-02-06-04
STMC-16-02-05-05

These programs offered a combination of MSF approved motorcycle training and education courses, including IME, BRC, BRC2, Advanced Rider Course, R2R, and 3 Wheel BRC courses. A total of 56 training courses were conducted with 445 participants. OSU-OKC conducted the first BRC course for hearing impaired students, with nine persons trained. OSU-OKC also hosted a 3WBRC RiderCoach Prep Course.

DPS MOTORCYCLE EDUCATION QUALITY ASSURANCE PROGRAM

STMC-16-05-01-04

This project funded a full-time employee with the Department of Public Safety Driver License Division to perform quality assurance monitoring of all licensed motorcycle instruction providers in Oklahoma. There are currently 11 locations providing the motorcycle training. There are currently 78 MSF approved instructors. During this year there were 60 audits performed. There was 19 full audits which covers the Facilities, Record Keeping, certifications, classroom presentation and range instruction. There were an additional 34 range audits conducted., which will become more important going forward as the state passed a new law this year that requires anyone age 17 or younger to complete an approved basic rider course before they obtain a motorcycle license.

Traffic Safety Surveys

Through agreements with our partners, the OHSO conducted several statewide traffic safety surveys in 2016:

- Statewide Seat Belt and Pickup Truck OP Use Surveys (*OP-16-05-01-00*)
- Statewide Child Restraint Use Survey (*OP-16-05-01-00*)
- Motorcycle Helmet Use Survey (*STMC-16-05-02-00*)
- NHTSA Attitude & Awareness Survey (*Jordan-paid media*)

Occupant Protection Program Summary

The Oklahoma 2016 Observational Seat Belt Survey was completed and certification submitted. The 2016 survey reflected an increase in the overall restraint use rate in Oklahoma, from 84.4% in 2015 to 86.6% in 2016. This is an all time high for the State of Oklahoma. The Child Restraint use rate showed an increase from 90.7% in 2015 to 92.0% in 2016.

Note about the 2016 CPS use rate: In 2016, the previous recent years of Child Passenger Restraint use data were re-analyzed in a way that made the previous results directly comparable to the new results. Due to changes in Oklahoma law in 2015, the 2016 survey was analyzed without regard to the age of the child. As a result, the historical data included in the 2016 report differs slightly from the values reported in previous years. As a result, the reported Child Passenger Safety use rate for 2016 is reported as 92.0%, reflecting an increase from the 90.7% rate in 2015.

As part of the requirements to obtain special Federal funding for occupant protection projects, referred to as Section 405(b) funds, Oklahoma has previously developed a statewide Occupant Protection Plan to identify those low use areas and promote education and enforcement projects in those areas. This plan promotes sustained enforcement of occupant protection violations.¹⁰ We believe that the increased enforcement efforts, coupled with public information events, contributed significantly to the increased observed seat belt use rate in 2014, yet the improvement appears unsustainable. In addition, all grantees having enforcement

¹⁰ See Pg 35 – FY2016 Funded Project Expenditures

activities are required to submit monthly reports on the number of impaired driving, occupant protection, and speeding violations issued during grant funded operations.

In addition, Oklahoma has increased outreach to the Native American community as a low use population, as identified in the statewide OP plan. The annual seat belt survey is used by state law enforcement agencies, legislative leaders, governmental safety planning agencies, child restraint advocates, and public and non-profit groups in directing their OP focus for the coming years.

Unrestrained fatalities have shown a slight downward trend over the last three years, from 248 in 2013 to 218 in 2015 (see graph on page 7).

Program Activities

OHP STATEWIDE HIGH VISIBILITY OCCUPANT PROTECTION ENFORCEMENT
OHP STATEWIDE OCCUPANT PROTECTION COORDINATOR

M2HVE-16-03-01-10
M2HVE-16-07-01-00

Under the direction of a OHP Statewide Impaired Driving/Occupant Protection Coordinator, utilizing all 13 field troops and employing a combination of traffic safety checkpoints, saturation patrols, nighttime saturation and multi-agency special emphasis, the OHP conducted statewide overtime seat belt enforcement. Special emphasis was placed on counties representing 70% of the State’s population, those being: Oklahoma, Tulsa, Cleveland, Comanche, Canadian, Rogers, Payne, Wagoner, Muskogee, Creek, Pottawatomie, Garfield, Grady, Washington, LeFlore, Carter, Cherokee, and Osage. Pittsburg County was selected for extra overtime enforcement due to its low use rate in the 2014 survey. The 2015 Summer Seat Belt Survey listed Pittsburg County at the top of the list with a use rate of 94.9%. Oklahoma’s survey listed Lincoln County among the 5 counties with the lowest observed use rates for 2014 and 2015 at 70% and 77%, respectively. Increased enforcement efforts began late in calendar year 2014 and have continued through FY2016. The 2016 survey results reflect Lincoln County is no longer among the lowest 5 counties and the use rate has risen to 83.3%. These facts in and of themselves show that sustained enforcement is an effective countermeasure to address a low restraint rate. NHTSA studies have also supported this measure. The Statewide Coordinator also promoted seat belt enforcement efforts with local law enforcement agencies.



SAFE KIDS OKLAHOMA, INC.

M2CPS-16-02-01-18
M2CSS-16-02-01-18
M2TR-16-02-01-18

ST. FRANCIS HOSPITAL, TULSA AREA SAFE KIDS

M2CPS-16-02-02-16
M2TR-16-02-02-16
M2CSS-16-02-02-16
OP-16-02-02-16



We are fortunate to have two high performance Child Passenger Safety programs that take the lead in CPS efforts in Oklahoma. Working as a team, Safe Kids Oklahoma in Oklahoma City and Tulsa Area Safe Kids at St. Francis Hospital in Tulsa coordinate their efforts to provide CPS services to all 77 counties in Oklahoma. Through a network of technicians and inspection stations, as well as county Health Departments, services provided in FY2016

included:

- Distributed 1,222 car seats for needy families
- Sponsored 152 community car seat checkup events
- Conducted 95 community child seat workshops
- Conducted 19 technician certification/recertification courses, certifying 253 technicians

Tulsa Area Safe Kids also conducted two in-service CPS training classes for 18 law enforcement and EMS personnel using a newly developed curriculum “Operation Kids: Next Generation – CPS Basic Awareness Course”.

Oklahoma Safe Kids continued to promote technician certification through a “scholarship” program which funded recertification costs for technicians meeting certain predetermined conditions.

COMMUNITY OCCUPANT PROTECTION ENFORCEMENT AND EDUCATION¹²

As reflected on the map on page 14, there were enforcement grants provided to forty-seven (47) Oklahoma law enforcement agencies in FY2016. Of those, five (5) were specific to high-visibility seat belt and child restraint enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). Three agencies had a secondary OP component (Oklahoma City PD, Oklahoma County SO and Sand Springs PD). Such countermeasures have long been recognized as effective countermeasures to increase seat belt compliance¹³. With the exception of the OHP, all of these were local community projects. The local agencies included the following:

Catoosa PD	Enid PD	Oklahoma City PD	Sand Springs PD
Creek Co SO	Purcell PD	Oklahoma Co SO	

The above agencies including OHP reported a total of 22,083 violation notices for seat belt/child restraint were issued during grant funded overtime (77% of OP contacts issued during all funded enforcement projects).

Participation in Nationwide Mobilizations



Oklahoma participated in the 2016 *Click It or Ticket* and both *Drive Sober or Get Pulled Over* mobilizations in December and August. The Labor Day and December impaired driving mobilizations were conducted with the Oklahoma ENDUI tagline. The OHSO website contains a Mobilization Reporting System which allows agencies to submit participation activity electronically for each mobilization.



For several years Oklahoma has employed Law Enforcement/Impaired Driving Liaisons with the Oklahoma Highway Patrol to aid in working with local agencies on their seat belt and impaired driving programs and encourage participation in these mobilizations. Oklahoma took part in all three national mobilization efforts during FY2016: *Drive Sober or Get Pulled Over* impaired driving mobilization in December 2015; *Click It or Ticket* seat belt mobilization in May; and *Drive Sober or Get Pulled Over* impaired driving mobilization in August/September 2016.

The results of the 2016 mobilization enforcement efforts are summarized in the following table:

Mobilization	Reporting Agencies	Impaired Driving Arrests	Occupant Protection Citations	Speeding Citations	Other Citations
<i>Dec 2015 Drive Sober or Get Pulled Over</i>	275	592	1,558	5,274	14,504
<i>May 2016 Click It or Ticket</i>	257	331	4,944	5,831	14,084
<i>Labor Day 2015 Drive Sober or Get Pulled Over</i>	252	413	1,912	7,843	17,447

Bicycle/Pedestrian Safety Program Summary

As previously addressed in this report (see Performance Measure C-10 on page 10), Oklahoma did not meet the 2015 target for reducing the number of pedestrian fatalities. In response, Oklahoma initiated a request for

¹² See Pg 35 – FY2016 Funded Project Expenditures

¹³ NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013

proposals through its grant application process to address bicycle/pedestrian safety. The Indian Nations Council of Governments (INCOG) was the only agency to submit a proposal under this program area. Oklahoma will continue to promote development and emphasis on projects involving pedestrian and bicyclist safety. We will continue to seek, encourage and develop programs to address bicycle and pedestrian safety statewide whenever possible.

Program Activities

INCOG BICYCLE/PEDESTRIAN SAFETY PROJECT

PS-16-02-01-02

This is the second year for this pilot project to address the rising pedestrian fatality and injury rate seen in Tulsa over the last several years. Tulsa had a near record year in 2013 with 13 pedestrian fatalities. In addition, bicycling has increased as a recreational activity over the past few years leading to increased tension between motorists and bicyclists, especially on rural two-lane roads. This project identified several strategies for addressing these problems: 1) Public education, 2) adding thermoplastic crosswalks at schools, and 3) training for design engineers.

Police Traffic Services/Speed Abatement Program Summary

The primary goal of Police Traffic Services grants is to decrease the number of area fatality and injury crashes through increased traffic enforcement in their respective communities, thereby contributing to a reduction in the number of person killed or injured in vehicle crashes statewide. All grants including enforcement activities are required to submit monthly reports on the number of impaired driving, occupant protection, and speeding violations issued during grant funded operations.

Program Activities

OHP REGIONAL IDL PROJECT

PT-16-05-02-09

Five OHP Troopers were employed as designated OHSO Impaired Driving Liaisons (IDL) to promote traffic safety efforts statewide, primarily focusing on impaired driving, at the county and city level by working closely with sheriff's offices, municipal police departments, and tribal law enforcement agencies. The IDLs were primarily tasked with the implementation and coordination of regional impaired driving task force efforts to promote checkpoints and STEP programs directed at impaired driving (see page 17). The IDLs conducted 86 events statewide, with each event consisting of a checkpoint and/or area-wide saturation patrols, with the dates, times and participating agencies coordinated by the area IDL. The ENDUI vans were utilized to a great degree in these events. A total of 630 DUI arrests were made from these 45 events.

OACP LAW ENFORCEMENT CHALLENGE

PT-16-05-04-15

The Oklahoma Association of Chiefs of Police (OACP), through a part-time designated Project Coordinator, promoted a statewide Law Enforcement Challenge (Chief's Challenge) to encourage Oklahoma Law Enforcement Agencies to promote traffic safety efforts in their jurisdictions. This program, in its second year, is designed to be similar to the National Law Enforcement Challenge Program. A total of 40 agencies participated, almost double the number that participated in FY15.



OHP CRASH TEAM INVESTIGATION PROJECT

PT-16-05-01-05

The OHP has several advanced crash investigation teams assigned to various Troop Headquarters throughout the state for the purpose of conducting crash investigations or assisting local agencies with crash investigations, especially those involving a fatality. The team members have been highly trained in advanced

crash investigation techniques and, through grant funding, have the necessary equipment to conduct such investigations. The crash teams conducted 365 investigations and assisted 45 other law enforcement agencies. This year OHP through the grant purchased three robotic total stations to conduct rapid quick clearance. Troopers in Troops A, B and G (selected troops for evaluation) reported 60% faster clearance of closed roadways as the robotic systems allow for more rapid mapping of scenes causing roadways to be cleared and opened quick preventing secondary crashes.

COMMUNITY POLICE TRAFFIC SERVICES (PTS) ENFORCEMENT PROJECTS

There were 31 general traffic enforcement grants funded this year to support local community efforts, with 8 of those being dedicated specifically to speed abatement¹⁴ and 3 agencies (Norman PD, Catoosa PD and Oklahoma County SO) having secondary PTS related activities. *All PTS projects are encouraged to include ongoing speed enforcement as an integral part of their project. As with impaired driving and occupant protection, all enforcement grants are required to submit the number of speed related violations issued during grant funded enforcement activity.* The local agencies receiving PTS or speed enforcement grants this year include the following:

General Traffic Enforcement (PTS) Grants

Ada PD	Catoosa PD	McAlester PD	Ponca City PD
Alva PD	Drumright PD	McCurtain Co SO	Pottawatomie Co SO
Apache PD	Durant PD	McLoud PD	Tahlequah PD
Bixby PD	Grove PD	Norman PD	Tuttle PD
Broken Arrow PD	Lincoln Co SO	Oklahoma Co SO	Warr Acres PD
Calera PD	Madill PD	Owasso PD	

The above agencies reported a total of 54,554 traffic violation notices issued, of which 19,131 were speed related, 9,022 were for seat belt/child restraint violations, and 440 were impaired driving arrests.

Speed Grants

Bethany PD	Idabel PD	Perkins PD	Shawnee PD
Edmond PD	Midwest City PD	Sapulpa PD	Tecumseh

The above agencies reported a total of 11,813 speed related contacts issued during grant funded overtime.

Statewide Data Systems/Traffic Records Program Summary

At the core of any traffic safety improvement program is the ability to collect pertinent data to aid in defining the problem and to be able to evaluate the success of the countermeasures employed. The below activities funded by the Highway Safety Office in FY2015 were designed with this end in mind.

Program Activities

OU PARIS SOFTWARE DEVELOPMENT & INTEGRATION

M3DA-16-06-02-10

Utilizing the expertise of the University of Oklahoma College of Electrical and Computer Engineering, this project continued to expand the PARIS (Police Automated Records Information System) capabilities as well as resources available for electronic submission of crash data, citation data, and other specialized data. The interoperability between in-vehicle law enforcement query and the messaging tool MobileCop was increased and an interface to support interoperation with other in-vehicle law enforcement query and messaging tools used by non-OHP agencies was architected. By the end of the grant period, and under the guidance of the DPS Electronic Enforcement Forms Steering Committee, PARIS has been deployed to the OHP with beta-

¹⁴ See Pg 35 – FY2016 Funded Project Expenditures

test versions created for previous TraCS agencies Woodward PD and Oklahoma County SO, as well as Oklahoma City PD and Tulsa PD.

The PARIS Steering Committee previously formed as part of the TRCC was renamed the DPS Electronic Enforcement Forms Steering Committee.

DPS E-DATA SUPPORT

M3DA-16-05-01-09

This grant with the Department of Public Safety provided technical support and maintenance for the PARIS system. During the project year, all OHP mobile platforms were migrated from the TraCS system to the PARIS system. These positions were changed from GALT Services employees under state contract to full-time employees with Oklahoma Management and Enterprise Services.

OU SAFE-T PROJECT

M3DA-16-06-03-13

Utilizing the expertise of the University of Oklahoma School of Computer Science, this project continued to support development and expansion of the SAFE-T crash data system. During the project year, the system was enhanced to better meet the reporting and analysis needs of highway safety stakeholders throughout the State. Continued enhancement of several features continued, including a new consolidated reporting tool, named Collision Studies. This tool streamlines the user interface, adds new analysis features, integrates with the Collision Explorer Tool (originally developed in the FY12 cycle), and simplifies system maintenance, resulting in lower long term costs. New geographical information look-up services were added to the system, and existing geographical information within the system was updated and revised, improving accuracy of analysis tools. All of these items support the NHTSA goals included in Section 405(c).

DPS/OHP ENFORCEMENT PLANNER

M3DA-16-05-02-03

This project, which commenced May 1, 2015 provided funding for salary and benefits of a full-time position with the Futures, Capabilities and Plans Division of the Department of Public Safety to assist the University of Oklahoma Software Development and Integration Project personnel to stabilize the PARIS program currently in deployment. This position will also analyze the data from all available data sources, including PARIS, to assist the OHP in development of special emphasis enforcement programs, providing weekly data reports to Troop Commanders to identify areas for focused enforcement.

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

DTNH22-12-H-00134

The FARS analyst reviewed and processed the fatal collision reports in Oklahoma in a timely manner and provided the data to NHTSA for publication. The calendar year 2014 data is currently available on the FARS website.

Railroad Safety Program Summary

Due to the relatively small number of vehicle/train collisions each year, the number of crashes involving injury or fatality tend to fluctuate markedly. The OHSO efforts at this time are primarily education based, with an occasional “Officer on a Train” enforcement event.

Program Activities

OPERATION LIFESAVER RAILROAD SAFETY PROGRAM

RH-16-02-01-12

Oklahoma Operation Lifesaver (OKOL) is a nonprofit, public safety education program committed to preventing and reducing collisions, death, and injuries at highway-rail grade crossings and on railroad rights-of-way. It has a wide variety of partners, including federal, state, and local government agencies, highway safety and transportation organizations, and the nation's railroads. OKOL was established in 1979 and is a member of the national organization, Operation Lifesaver, Inc., which is headquartered in Alexandria, Virginia.



Project goals for training new volunteers was not met, but 5 new volunteers were brought on board. Approximately 195,000 people were reached during 595 events. Seven GCCI training sessions resulted in 168 law enforcement personnel in attendance and RSER Training was given to 13 Fire fighters. According to Highway Safety Crash data, total Injury reports are down from 18 in 2014 to 10 in 2015 while crossing fatalities dropped from 9 to 2 respectively. Trespass incidents dropped from 28 in 2014 to 13 in 2015, with 9 fatal in 2014 and 2 fatal in 2015.

Driver Education Program Summary

As referenced in Core Performance Measure C-9 on page 9, Oklahoma did not meet its 2015 target, with 105 drivers under age 21 involved in fatality crashes. The strategies were to increase the number of approved driver training courses taught as well as ensure that the instruction provided by State Certified Driver Education instructors was meeting standards established by DPS policy.

Program Activities

OKLAHOMA SAFETY COUNCIL “ALIVE AT 25”

DE-16-02-02-06

This grant with the Oklahoma Safety Council (OSC) provided funding for instructor training and teaching as well as promotion for the nationally recognized *Alive at 25* driver education course. The OSC has recognized the need for more driver education in the rural communities and made good progress in expanding its program to those communities. In FY2016, instructors with the Oklahoma Safety Council taught 38 *Alive at 25* courses with 896 students receiving the training. This is a significant decrease from the 61 classes taught in 2015. There were 5 new instructors certified, down from 8 in 2015.

DPS DRIVER EDUCATION QUALITY ASSURANCE PROGRAM

DE-16-05-01-04

This three-year project which ended on March 1, 2016 was designed and initiated to monitor and evaluate driver education programs in Oklahoma and ensure the quality of instruction was meeting the required performance level as set forth in the DPS policy, especially as they apply to the “Designated Examiner” certification which allows Driver Education Instructors to conduct the written and driving tests for licensing.

To ensure that the Designated Examiner Program and Driver Education Schools meet required standards, the Department of Public Safety employs two full-time auditors. During the fiscal year 2016 they performed 422 audits.

In summation, it is the conclusion of the DPS Driver License Services Division that the goal of this project to reduce the wait time at the driver license exam stations and provide oversight of all private Driver Education Schools in the State has been realized.

Distracted Driving Prevention

Program Activities

EDUCATIONAL ALTERNATIVES DISTRACTED DRIVING PREVENTION

DE-16-02-02-06

The Oklahoma Challenge is an innovative, Oklahoma, teen-focused program, to reduce young driver distracted driving crashes and injuries. Educational Alternatives, a private non-profit 501(c)-3, in conjunction with the 12,000+ members strong Oklahoma Family, Career and Community Leaders of America (FCCLA)

organization, are raising awareness about distracted driving and changing driving behavior, teen to teen, across Oklahoma.

During the 2016 grant year, 8 training conferences were conducted for Oklahoma FCCLA students and advisers. At the conferences, FCCLA student and adviser teams learned about the dangers of distracted driving, participated in interactive leadership skill activities and developed a model plan to reduce texting and driving for implementation in their home schools and communities. The conferences used evidence based peer-leadership strategies through use of trained dynamic and dedicated college students and FCCLA State Officers to help the high school/ middle school students make their comprehensive plans of action. The goal of the conferences is to energize and motivate these teens to gain collective commitment from their school's students, teachers and family members to stop distracted driving.

Additionally, there were two sessions at the Annual FCCLA convention in April of 2016 to 600 students representing over 100 schools and held our second Awards Program at the State Capitol in May 2016. Smithville High School was our FCCLA State Winner.

Paid Media Program Summary

The OHSO contracted with several media organizations to promote traffic safety messages through a variety of means and venues, including: web based traffic safety messages, television and radio public service announcements, and safety messages at sporting events.¹⁵

Program Activities

JORDAN ADVERTISING

Mass media campaigns, when properly planned and conducted, are an essential and effective countermeasure when used as part of an overall deterrence and prevention countermeasure program.^{16 17} Jordan Advertising was selected as the media company for the OHSO for 2016 to develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues in Oklahoma, as well as assist with the production of new commercials and PSAs to be used during media buy periods. These periods usually coincided with State or National directed mobilization efforts. The OHSO contracted with several media vendors, including Jordan Advertising, to accomplish this mission.

SPORTS MARKETING



OHSO partners with University of Oklahoma, Oklahoma State University and the OKC Dodgers baseball club for sports marketing. In FY16, University of Oklahoma and Oklahoma State University utilized the impaired driving message ENDUI. Campaign elements include in-game signage, video, sports radio, public address reads, social and online media. The universities provide the opportunity for interactive pre-game experiences focused on impaired driving education. In 2016, well known sports radio influencers were used to bring the message of ENDUI to our target audience reaching thousands of college football fans with

the ENDUI message.

A total of 24 football games, 58 men's and 58 women's basketball games included in-game video utilizing ENDUI produced videos during pre-game and halftime of each game. The partnership provides for online marketing through okstate.com and soonersports.com using banner advertising and kinetic typography style videos. We take the opportunity to share all messages across our social media channels and ask our partner agencies to do the same. University of Oklahoma football is a unique opportunity to reach the large fan base during the OU/Texas Red River Showdown which we are sponsors. Each

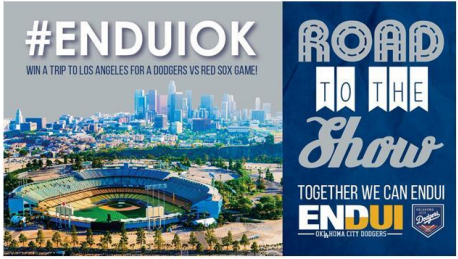


¹⁵ See Pg 35 – FY2016 Funded Project Expenditures

¹⁶ NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013

¹⁷ NHTSA Guidance for States Using Section 402 Funds for Purchasing Advertising for Highway Safety Messages, Rev 2006

partnership also provides the opportunity to reach the teams fans directly with the use of mobile messaging and paid social media reach.



Oklahoma City Dodgers baseball club sponsorship provides for on-field signage, radio spots including online radio, ticket back advertising, online advertising at okcdodgers.com, social media, and branding in the game program with customized messages for Occupant Protection and Impaired Driving. “Last Call” signage is displayed at all the beverage stations at the ball park



reminding fans not to drive impaired. OHSO hosted two educational nights at the Dodgers – one occupant protection and one impaired driving. The Dodgers also hosted car seat checkup events and provided the venue for our the annual OHSO stakeholders meeting.

SOCIAL MEDIA

The OHSO Communication Specialist is responsible for maintaining the OHSO Facebook, Twitter and YouTube accounts. These are updated periodically as needed to support the OHSO overall media plan promoting highway safety messages and information. The following activity was reported from the OHSO social media sites during FY2015:

Facebook (all pages, including OHSO and ENDUI):

Unique Visits - 4,684,567

Average monthly visits – 22,405

Average Monthly Engagements (clicks, videos, shares, etc) – 682

Top Facebook Story – “Oklahoma to close drunken driving loophole” – 100,871 people reached

Twitter:

Total Impressions - 79,000

4.5% engagement rate

Top Tweet - St. Patrick's Day Designated Driver - 37,200 impressions

YouTube (all channels):

YouTube (all channels)

Minutes watched – 19,896

Total Views – 56,796

Top Video - ENDUI Blasted - 11,547 minutes watched

OHSO WEBSITE

The OHSO maintains three websites which integrate seamlessly to promote traffic safety: the main OHSO website at www.ohso.ok.gov provides a variety of traffic safety related information; the OKIEMOTO website at www.ok.gov/okiemoto is a one-stop reference site with up-to-date safety information for motorcyclists, including links to motorcycle training and education resources; and the ENDUI website at enduiok.com is the States’ leading impaired driving website, providing up-to-date information on Oklahoma’s efforts to end DUI.

PRINT MEDIA

The Oklahoman is the only statewide newspaper and is the largest in the state. The OHSO entered into a partnership with the Oklahoma Publishing Company (OPUBCO) in an effort to reach our target audience through print, digital, and social media. The OHSO Brand Insight was created, providing the ability to shape the stories and messages in a strategic, targeted way. Article topics included drug impaired driving, impaired driving with child passengers, impaired driving and prescription drugs, the sobriety checkpoint finder and

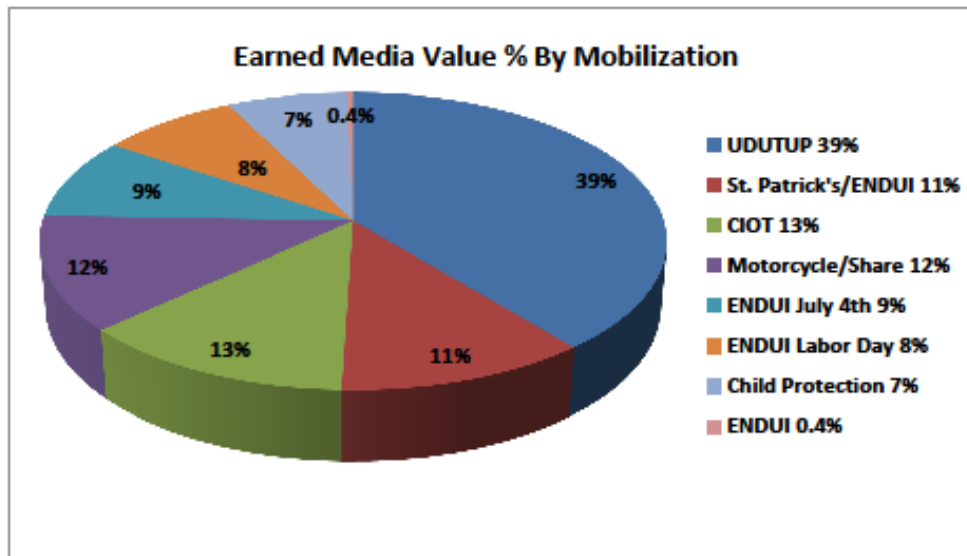
ENDUI team efforts, and an ongoing piece entitled "Faces" in which the personal stories of victims, victims' families, and offenders are shared. The impact of articles are maximized through digital articles, which can be shared via social media. Additionally, print advertisements with the ENDUI logo are strategically placed with organic news stories that are related to impaired driving topics.

Brand Insight articles —11
Impressions —3,079,556
Page Views —71,400
Hours reading —2,370
Clicks to Website —2,593
Social Impressions —224,280
Social Engagement —14,923



FY16 EARNED MEDIA VALUE

MOBILIZATION	DATES	MEDIA	ESTIMATED VALUE
UDUTUP	10/5-11/15/15	Television/Cable	\$21,495
		Radio	\$161,997
		UDUTUP Launch Total:	\$183,492
St. Patrick's/ENDUI	3/11-3/19/16	Television/Cable	\$2,750
		Radio	\$50,971
		St. Patrick's/ENDUI Total:	\$53,721
Motorcycle Awareness/Share the Road	5/9-8/14/16	Radio	\$58,270
		Motorcycle/Share Total:	\$58,270
Click It or Ticket	5/16-5/30/16	Television/Cable	\$500
		Radio	\$58,742
		CIOT Launch Total:	\$59,242
ENDUI Memorial Day	5/25-5/30/16		No Added Value
ENDUI July 4th	6/30-7/4/16	Radio	\$41,604
		ENDUI July 4th Total:	\$41,604
ENDUI Labor Day	8/31-9/5/16	Radio	\$38,151
		ENDUI Labor Day Total:	\$38,151
Child Protection	9/18-9/24/16	Radio	\$33,315
		Child Protection Total:	\$33,315
ENDUI	10/1/15-9/30/16	Outdoor Bench (front of office)	\$1,785
FY15 ESTIMATED EARNED MEDIA VALUE:			\$469,579



Equipment Purchased

The following equipment items were purchased and placed on inventory in FY2016, in accordance with applicable State and Federal regulations:

Type of Equipment	Quantity
Active Press Box PA system	1
Chevrolet Traverse SUV	1
Distracted/Impaired Driving Simulator System	1
Robotic Total Station Forensic Mapping System	3
Speed radar/lidar	56
Speed trailer speed monitoring system	1
Smart sensor simulator data module adapter cables	10

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Obligations and Expenditures FY2016

FY 2016 FINANCIAL INFORMATION

Project Area	Approved Obligated	Total Expenditure	Expenditure vs. Obligated	Expenditure vs. Total Expenditures
PA	297,214.00	190,960.25	64%	2%
AL	1,452,386.23	922,712.62	64%	11%
DE	154,864.00	129,319.49	84%	2%
MC	56,241.00	36,987.09	66%	0%
OP	648,575.28	527,396.76	81%	6%
PM	224,691.40	224,691.40	100%	3%
PS	36,900.00	34,785.34	94%	0%
PT	2,051,669.07	1,847,492.84	90%	22%
RH	38,500.00	36,086.01	94%	0%
SE	330,525.00	284,408.01	86%	3%
TR	115,150.00	115,134.41	100%	1%
402 FUNDS	5,406,715.98	4,349,974.22	80%	51%
405B FUNDS	1,293,679.20	736,499.73	57%	9%
405C FUNDS	1,883,413.45	659,354.36	35%	8%
405D FUNDS	3,798,528.23	2,521,210.10	66%	30%
405F FUNDS	116,623.83	116,623.83	100%	1%
TOTAL MAP 21 FUNDS	7,092,244.71	4,033,688.02	57%	48%
FARS¹	70,000.00	64,256.91	92%	1%
TOTAL OF ALL FUNDS	12,568,960.69	8,447,919.14	2.29	100%

1. FARS is a multiple year Cooperative Agreement; the obligated amount is based on agreement modifications received during FY 2016. The expenditures are actual expenditures during the fiscal year, from October 1, 2015 thru September 30, 2016.

FY2016 FINANCIAL INFORMATION
Obligations and Expenditures by Project Area Group

<i>Project Area Grouping</i>	<i>Approved Obligated</i>	<i>Total Expenditure</i>
AL	1,452,386.23	922,712.62
405D Funds	<u>3,798,528.23</u>	<u>2,521,210.10</u>
Alcohol Related Projects	<u>\$ 5,250,914.46</u>	<u>\$ 3,443,922.72</u>
MC	56,241.00	36,987.09
405F Funds	<u>116,623.83</u>	<u>116,623.83</u>
Motorcycle Related Projects	<u>\$ 172,864.83</u>	<u>\$ 153,610.92</u>
OP	648,575.28	527,396.76
405B Funds	<u>1,293,679.20</u>	<u>736,499.73</u>
Occ. Protect Related Projects	<u>\$ 1,942,254.48</u>	<u>\$ 1,263,896.49</u>
PA	<u>\$ 297,214.00</u>	<u>\$ 190,960.25</u>
PT	2,051,669.07	1,847,492.84
SE	<u>330,525.00</u>	<u>284,408.01</u>
Police Traffic Related Projects	<u>\$ 2,382,194.07</u>	<u>\$ 2,131,900.85</u>
TR	115,150.00	115,134.41
405C Funds	1,883,413.45	659,354.36
FARS	<u>70,000.00</u>	<u>64,256.91</u>
Traffic Records Related Projects	<u>\$ 2,068,563.45</u>	<u>\$ 838,745.68</u>
DE Related Projects	<u>\$ 154,864.00</u>	<u>\$ 129,319.49</u>
PM - Distracted Driving Related	<u>\$ 224,691.40</u>	<u>\$ 224,691.40</u>
Pedestrian/Bicycle Safety Related	<u>\$ 36,900.00</u>	<u>\$ 34,785.34</u>
RH Related Projects	<u>\$ 38,500.00</u>	<u>\$ 36,086.01</u>
TOTAL OF ALL FUNDS	<u><u>\$ 12,568,960.69</u></u>	<u><u>\$ 8,447,919.14</u></u>

U. S. Department of Transportation National Highway Traffic Safety Administration
 State of Oklahoma
VOU Match Review
2016 - FINAL
 For Approval

Report Date: 12/22/2016

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
<i>NHTSA</i>								
<i>NHTSA 402</i>								
<i>Planning and Administration</i>								
	<i>PA-2016-07-01-00</i>		\$239,902.90 56%	\$190,960.25		\$0.00 0%	\$239,902.90 56%	\$190,960.25 100%
	<i>Planning and Administration</i>		\$239,902.90			\$0.00	\$239,902.90	\$190,960.25
	<i>Total</i>		56%	\$190,960.25		0%	56%	100%
<i>Alcohol</i>								
	<i>AL-2016-03-04-18</i>		\$0.00 0%	\$13,359.98		\$13,359.98 100%		
	<i>AL-2016-03-05-12</i>		\$0.00 0%	\$28,568.02		\$28,568.02 100%		
	<i>AL-2016-03-06-08</i>		\$0.00 0%	\$3,937.05		\$3,937.05 100%		
	<i>AL-2016-03-07-07</i>		\$0.00 0%	\$5,743.09		\$5,743.09 100%		
	<i>AL-2016-03-08-13</i>		\$0.00 0%	\$9,710.72		\$9,710.72 100%		
	<i>AL-2016-03-09-02</i>		\$0.00 0%	\$23,404.09		\$23,404.09 100%		
	<i>AL-2016-03-10-08</i>		\$0.00 0%	\$40,406.47		\$40,406.47 100%		
	<i>AL-2016-03-11-12</i>		\$0.00 0%	\$100,097.56		\$100,097.56 100%		
	<i>AL-2016-03-12-09</i>		\$0.00 0%	\$85,790.62		\$85,790.62 100%		
	<i>AL-2016-03-13-11</i>		\$0.00 0%	\$9,795.87		\$9,795.87 100%		
	<i>AL-2016-03-14-01</i>		\$0.00 0%	\$7,348.38		\$7,348.38 100%		
	<i>AL-2016-03-15-13</i>		\$0.00 0%	\$22,817.76		\$22,817.76 100%		
	<i>AL-2016-03-16-09</i>		\$0.00 0%	\$106,000.00		\$106,000.00 100%		
	<i>AL-2016-03-17-09</i>		\$0.00 0%	\$82,000.00		\$82,000.00 100%		
	<i>AL-2016-05-01-03</i>		\$0.00 0%	\$55,430.00		\$0.00 0%		
	<i>AL-2016-05-02-08</i>		\$0.00 0%	\$61,405.15		\$0.00 0%		
	<i>AL-2016-07-01-00</i>		\$0.00 0%	\$202,703.52		\$0.00 0%		
	<i>AL-2016-03-02-</i>		\$0.00	\$20,204.22		\$20,204.22		

U. S. Department of Transportation National Highway Traffic Safety Administration
 State of Oklahoma
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2016 - FINAL
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Report Date: 12/22/2016

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	15		0%			100%		
	AL-2016-02-02-16		\$0.00			\$28,523.90		
	16		0%	\$35,654.88		80%		
	AL-2016-03-01-01		\$0.00			\$8,335.24		
	01		0%	\$8,335.24		100%		
			\$0.00			\$596,042.97		
	Alcohol Total		0%	\$922,712.62		65%		
Motorcycle Safety								
	MC-2016-07-02-00		\$14,060.25			\$0.00		
	00		100%	\$0.00		0%		
	MC-2016-07-01-00		\$0.00			\$0.00		
	00		0%	\$36,987.09		0%		
			\$14,060.25			\$0.00		
	Motorcycle Safety Total		28%	\$36,987.09		0%		
Occupant Protection								
	OP-2016-03-03-12		\$0.00			\$47,919.49		
	12		0%	\$47,919.49		100%		
	OP-2016-03-04-12		\$0.00			\$112,419.97		
	12		0%	\$112,419.97		100%		
	OP-2016-03-06-12		\$0.00			\$19,881.18		
	12		0%	\$19,881.18		100%		
	OP-2016-03-07-13		\$0.00			\$24,060.98		
	13		0%	\$24,060.98		100%		
	OP-2016-05-01-00		\$0.00			\$0.00		
	00		0%	\$71,079.44		0%		
	OP-2016-07-01-00		\$0.00			\$0.00		
	00		0%	\$90,618.83		0%		
	OP-2016-03-02-05		\$0.00			\$14,000.00		
	05		0%	\$14,000.00		100%		
	OP-2016-03-01-05		\$0.00			\$5,105.83		
	05		0%	\$5,105.83		100%		
	OP-2016-02-02-16		\$0.00			\$0.00		
	16		0%	\$12,136.10		0%		
	OP-2016-02-01-02		\$0.00			\$0.00		
	02		0%	\$40,059.42		0%		
	OP-2016-03-05-09		\$0.00			\$90,115.52		
	09		0%	\$90,115.52		100%		
			\$0.00			\$313,502.97		
	Occupant Protection Total		0%	\$527,396.76		59%		
Pedestrian/Bicycle Safety								
	PS-2016-02-01-02		\$0.00			\$0.00		
	02		0%	\$34,785.34		0%		

U. S. Department of Transportation National Highway Traffic Safety Administration
 State of Oklahoma
 VOU Match Review
 2016 - FINAL
 For Approval

Report Date: 12/22/2016

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
			\$.00			\$.00		
	<i>Pedestrian/Bicycle Safety Total</i>		0%	\$34,785.34		0%		
	<i>Police Traffic Services</i>							
	PT-2016-03-01-03		\$.00			\$10,000.00		
			0%	\$10,000.00		100%		
	PT-2016-03-02-01		\$.00			\$9,389.43		
			0%	\$9,389.43		100%		
	PT-2016-03-03-15		\$.00			\$29,829.00		
			0%	\$29,829.00		100%		
	PT-2016-03-04-16		\$.00			\$75,387.84		
			0%	\$75,387.84		100%		
	PT-2016-03-05-08		\$.00			\$30,000.00		
			0%	\$30,000.00		100%		
	PT-2016-03-06-03		\$.00			\$17,390.13		
			0%	\$17,390.13		100%		
	PT-2016-03-07-13		\$.00			\$48,750.00		
			0%	\$48,750.00		100%		
	PT-2016-03-08-07		\$.00			\$17,617.46		
			0%	\$17,617.46		100%		
	PT-2016-03-10-05		\$.00			\$41,506.12		
			0%	\$41,506.12		100%		
	PT-2016-03-11-08		\$.00			\$17,039.09		
			0%	\$17,039.09		100%		
	PT-2016-03-12-07		\$.00			\$50,978.07		
			0%	\$50,978.07		100%		
	PT-2016-03-13-01		\$.00			\$7,712.15		
			0%	\$7,712.15		100%		
	PT-2016-03-14-01		\$.00			\$13,000.00		
			0%	\$13,000.00		100%		
	PT-2016-03-15-08		\$.00			\$34,463.16		
			0%	\$34,463.16		100%		
	PT-2016-03-16-09		\$.00			\$139,744.30		
			0%	\$139,744.30		100%		
	PT-2016-03-17-11		\$.00			\$58,818.96		
			0%	\$58,818.96		100%		
	PT-2016-03-18-09		\$.00			\$38,411.76		
			0%	\$38,411.76		100%		
	PT-2016-03-19-06		\$.00			\$42,630.63		
			0%	\$42,630.63		100%		
	PT-2016-03-20-14		\$.00			\$13,266.26		
			0%	\$13,266.26		100%		
	PT-2016-03-21-04		\$.00			\$6,992.39		
			0%	\$6,992.39		100%		

U. S. Department of Transportation National Highway Traffic Safety Administration
 State of Oklahoma
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 For Approval

Report Date: 12/22/2016

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2016-03-22-06		\$.00 0%	\$7,882.37		\$7,882.37 100%		
	PT-2016-03-23-08		\$.00 0%	\$29,573.08		\$29,573.08 100%		
	PT-2016-03-24-05		\$.00 0%	\$200.23		\$200.23 100%		
	PT-2016-03-25-15		\$.00 0%	\$1,768.81		\$.00 0%		
	PT-2016-03-99-00		\$.00 0%	\$83,689.56		\$79,467.78 95%		
	PT-2016-05-01-05		\$.00 0%	\$112,071.78		\$.00 0%		
	PT-2016-05-02-09		\$.00 0%	\$558,578.04		\$.00 0%		
	PT-2016-05-04-15		\$.00 0%	\$42,514.87		\$.00 0%		
	PT-2016-05-05-12		\$.00 0%	\$74,682.84		\$.00 0%		
	PT-2016-07-01-00		\$.00 0%	\$233,604.51		\$.00 0%		
	PT-2016-07-02-00		\$833,973.80 100%	\$.00		\$.00 0%		
	<i>Police Traffic Services Total</i>		\$833,973.80 31%	\$1,847,492.84		\$820,050.21 44%		
<i>Traffic Records</i>								
	TR-2016-07-01-00		\$.00 0%	\$115,134.41		\$.00 0%		
	<i>Traffic Records Total</i>		\$.00 0%	\$115,134.41		\$.00 0%		
<i>Driver Education</i>								
	DE-2016-02-01-02		\$.00 0%	\$81,072.11		\$.00 0%		
	DE-2016-02-02-06		\$.00 0%	\$20,835.42		\$.00 0%		
	DE-2016-05-01-04		\$.00 0%	\$27,411.96		\$.00 0%		
	<i>Driver Education Total</i>		\$.00 0%	\$129,319.49		\$.00 0%		
<i>Railroad/Highway Crossings</i>								
	RH-2016-02-01-12		\$.00 0%	\$36,086.01		\$.00 0%		

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	Railroad/Highway Crossings			\$.00		\$.00		
	Total		0%	\$36,086.01		0%		
	Speed Enforcement							
	SE-2016-03-08-10		0%	\$40,503.11		\$40,503.11	100%	
	SE-2016-03-09-06		0%	\$20,705.90		\$20,705.90	100%	
	SE-2016-03-98-01		0%	\$23,407.82		\$23,407.82	100%	
	SE-2016-03-02-13		0%	\$54,729.78		\$54,729.78	100%	
	SE-2016-03-03-18		0%	\$62,250.60		\$62,250.60	100%	
	SE-2016-03-04-03		0%	\$15,765.38		\$15,765.38	100%	
	SE-2016-03-05-13		0%	\$27,501.71		\$27,501.71	100%	
	SE-2016-03-06-03		0%	\$10,097.70		\$10,097.70	100%	
	SE-2016-03-07-15		0%	\$29,219.59		\$29,219.59	100%	
	Speed Enforcement Total		0%	\$284,181.59		\$284,181.59	100%	
	Paid Advertising							
	PM-2016-02-02-00		0%	\$10,000.00		\$.00	0%	
	PM-2016-02-01-05		0%	\$214,691.40		\$.00	0%	
	Paid Advertising Total		0%	\$224,691.40		\$.00	0%	
	NHTSA 402 Total	\$3,969,361.40	20%	\$2,912,393.25	\$1,437,354.55	\$2,013,777.74	56%	\$190,960.25
	MAP 21 405b OP Low							
	M2HVE-2016-03-01-10		0%	\$205,036.53		\$.00	0%	
	M2HVE-2016-07-02-00	\$184,124.94	100%	\$.00		\$.00	0%	
	M2HVE-2016-07-01-00		0%	\$90,093.66		\$.00	0%	
	405b Low HVE Total		38%	\$295,130.19		\$.00	0%	
	405b Low Training							

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	M2TR-2016-02-02-16		\$0.00 0%	\$31,084.54		\$0.00 0%		
	M2TR-2016-02-01-18		\$0.00 0%	\$29,485.35		\$0.00 0%		
	405b Low Training Total		\$0.00 0%	\$60,569.89		\$0.00 0%		
405b Low Public Education	M2PE-2016-02-01-05		\$0.00 0%	\$186,030.79		\$0.00 0%		
405b Low Public Education	Total		\$0.00 0%	\$186,030.79		\$0.00 0%		
405b Low Community CPS Services	M2CPS-2016-02-02-16		\$0.00 0%	\$77,446.00		\$0.00 0%		
	M2CPS-2016-02-01-18		\$0.00 0%	\$83,095.90		\$0.00 0%		
405b Low Community CPS Services	Total		\$0.00 0%	\$160,541.90		\$0.00 0%		
405b Low CSS Purchase/Distribution	M2CSS-2016-02-01-18		\$0.00 0%	\$20,299.96		\$0.00 0%		
	M2CSS-2016-02-02-16		\$0.00 0%	\$13,927.00		\$0.00 0%		
405b Low CSS Purchase/Distribution	Total		\$0.00 0%	\$34,226.96		\$0.00 0%		
MAP 21 405b OP Low Total		\$696,368.49	\$184,124.94 20%	\$139,189.02	\$597,310.71	\$0.00 0%		
MAP 21 405c Data Program	M3DA-2016-07-02-00		\$164,838.59 100%	\$0.00		\$0.00 0%		
	M3DA-2016-06-03-13		\$0.00 0%	\$87,687.96		\$0.00 0%		
	M3DA-2016-06-02-10		\$0.00 0%	\$379,128.00		\$0.00 0%		
	M3DA-2016-05-02-03		\$0.00 0%	\$81,362.86		\$0.00 0%		
	M3DA-2016-05-01-09		\$0.00 0%	\$111,175.54		\$0.00 0%		
405c Data Program Total			\$164,838.59 20%	\$659,354.36		\$0.00 0%		
MAP 21 405c Data Program		\$609,601.78	\$164,838.59	\$0.00	\$659,354.36	\$0.00		

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	<i>Total</i>		20%			0%		
MAP 21 405d Impaired Driving								
Mid								
	M5HVE-2016-07-02-00		\$630,302.53			\$.00		
			100%	\$.00		0%		
	M5HVE-2016-03-03-01		\$.00		\$18,603.62	\$.00		
			0%			0%		
	M5HVE-2016-03-01-10		\$.00		\$684,877.80	\$.00		
			0%			0%		
	M5HVE-2016-03-02-13		\$.00		\$59,120.62	\$.00		
			0%			0%		
	<i>405d Mid HVE Total</i>		\$630,302.53			\$.00		
			45%	\$762,602.04		0%		
405d Mid ID Coordinator								
	M5IDC-2016-07-01-00		\$.00			\$.00		
			0%	\$93,070.75		0%		
			\$.00			\$.00		
	<i>405d Mid ID Coordinator Total</i>		0%	\$93,070.75		0%		
405d Mid Court Support								
	M5CS-2016-02-01-05		\$.00			\$.00		
			0%	\$65,205.60		0%		
			\$.00			\$.00		
	<i>405d Mid Court Support Total</i>		0%	\$65,205.60		0%		
405d Mid BAC								
Testing/Reporting								
	M5BAC-2016-05-02-00		\$.00			\$.00		
			0%	\$12,915.00		0%		
	M5BAC-2016-05-01-08		\$.00		\$152,769.72	\$.00		
			0%			0%		
	<i>405d Mid BAC</i>		\$.00			\$.00		
			0%	\$165,684.72		0%		
	<i>Testing/Reporting Total</i>							
405d Mid Paid/Earned Media								
	M5PEM-2016-02-01-05		\$.00			\$.00		
			0%	\$489,019.02		0%		
	M5PEM-2016-02-03-02		\$.00		\$200,000.00	\$.00		
			0%			0%		
	M5PEM-2016-02-02-00		\$.00		\$436,046.80	\$.00		
			0%			0%		
	<i>405d Mid Paid/Earned Media</i>		\$.00			\$.00		
	<i>Total</i>		0%	\$1,125,065.82		0%		
405d Mid Training								
	M5TR-2016-02-01-13		\$.00			\$.00		
			0%	\$145,495.40		0%		

U. S. Department of Transportation National Highway Traffic Safety Administration
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2016 - FINAL
 For Approval

Report Date: 12/22/2016

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	M5TR-2016-05-02-03		\$0.00 0%	\$31,165.16		\$0.00 0%		
	M5TR-2016-05-01-03		\$0.00 0%	\$42,956.70		\$0.00 0%		
	M5TR-2016-02-05-08		\$0.00 0%	\$11,647.48		\$0.00 0%		
	M5TR-2016-02-04-15		\$0.00 0%	\$54,691.17		\$0.00 0%		
	405d Mid Training Total		\$0.00 0%	\$285,955.91		\$0.00 0%		
	405d Mid Other Based on Problem ID							
	M5OT-2016-02-01-03		\$0.00 0%	\$23,625.26		\$0.00 0%		
	405d Mid Other Based on Problem ID Total		\$0.00 0%	\$23,625.26		\$0.00 0%		
	MAP 21 405d Impaired Driving Mid Total	\$2,201,714.37	\$630,302.53 20%	\$924,396.24	\$1,596,813.86	\$0.00 0%		
	MAP 21 405f Motorcycle Programs							
	M9MT-2016-07-02-00		\$29,155.96 100%	\$0.00		\$0.00 0%		
	405f Motorcyclist Training Total		\$29,155.96 100%	\$0.00		\$0.00 0%		
	405f Motorcyclist Awareness							
	M9MA-2016-02-01-05		\$0.00 0%	\$116,623.83		\$0.00 0%		
	405f Motorcyclist Awareness Total		\$0.00 0%	\$116,623.83		\$0.00 0%		
	MAP 21 405f Motorcycle Programs Total	\$67,741.40	\$29,155.96 20%	\$67,741.40	\$48,882.43	\$0.00 0%		
	NHTSA Total		\$2,096,358.97 20%	\$4,043,719.91	\$4,339,715.91	\$2,013,777.74 24%	\$239,902.90 56%	\$190,960.25 2%
	Total	\$7,544,787.44	\$2,096,358.97 20%	\$4,043,719.91	\$4,339,715.91	\$2,013,777.74 24%	\$239,902.90 56%	\$190,960.25 2%

U. S. Department of Transportation National Highway Traffic Safety Administration
State of Oklahoma
Federal Reimbursement Voucher
2016 - FINAL
For Approval

Report Date: 12/22/2016
Claim Period: 09/30/2016 - 09/30/2016

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-07-01-00	Planning & Administration	\$190,960.25	\$.00	\$430,863.15	\$190,960.25	\$190,960.25	\$.00
	Planning and Administration Total		\$190,960.25	\$.00	\$430,863.15	\$190,960.25	\$190,960.25	\$.00
Alcohol								
	AL-2016-02-02-16	Norman PD - DRE	\$35,654.88	\$28,523.90	\$35,654.88	\$35,654.88	\$35,654.88	\$.00
	AL-2016-03-01-01	Anadarko PD	\$8,335.24	\$8,335.24	\$8,335.24	\$8,335.24	\$8,335.24	\$.00
	AL-2016-03-02-15	Bixby PD	\$20,204.22	\$20,204.22	\$20,204.22	\$20,204.22	\$20,204.22	\$.00
	AL-2016-03-04-18	Edmond PD	\$13,359.98	\$13,359.98	\$13,359.98	\$13,359.98	\$13,359.98	\$.00
	AL-2016-03-05-12	Enid PD	\$28,568.02	\$28,568.02	\$28,568.02	\$28,568.02	\$28,568.02	\$.00
	AL-2016-03-06-08	Kay County SO	\$3,937.05	\$3,937.05	\$3,937.05	\$3,937.05	\$3,937.05	\$.00
	AL-2016-03-07-07	Logan County SO	\$5,743.09	\$5,743.09	\$5,743.09	\$5,743.09	\$5,743.09	\$.00
	AL-2016-03-08-13	Midwest City PD	\$9,710.72	\$9,710.72	\$9,710.72	\$9,710.72	\$9,710.72	\$.00
	AL-2016-03-09-02	Mustang PD	\$23,404.09	\$23,404.09	\$23,404.09	\$23,404.09	\$23,404.09	\$.00
	AL-2016-03-10-08	Norman PD	\$40,406.47	\$40,406.47	\$40,406.47	\$40,406.47	\$40,406.47	\$.00
	AL-2016-03-11-12	Oklahoma City PD	\$100,097.56	\$100,097.56	\$100,097.56	\$100,097.56	\$100,097.56	\$.00
	AL-2016-03-12-09	Oklahoma County SO	\$85,790.62	\$85,790.62	\$85,790.62	\$85,790.62	\$85,790.62	\$.00
	AL-2016-03-13-11	Owasso PD	\$9,795.87	\$9,795.87	\$9,795.87	\$9,795.87	\$9,795.87	\$.00
	AL-2016-03-14-01	Rogers County SO	\$7,348.38	\$7,348.38	\$7,348.38	\$7,348.38	\$7,348.38	\$.00
	AL-2016-03-15-13	Sand Springs PD	\$22,817.76	\$22,817.76	\$22,817.76	\$22,817.76	\$22,817.76	\$.00
	AL-2016-03-16-09	Tulsa County SO	\$106,000.00	\$106,000.00	\$106,000.00	\$106,000.00	\$106,000.00	\$.00
	AL-2016-03-17-09	Tulsa PD	\$82,000.00	\$82,000.00	\$82,000.00	\$82,000.00	\$82,000.00	\$.00
	AL-2016-05-01-03	DMHSAS	\$55,430.00	\$.00	\$55,430.00	\$55,430.00	\$55,430.00	\$.00
	AL-2016-05-02-08	OSU PD	\$61,405.15	\$.00	\$61,405.15	\$61,405.15	\$61,405.15	\$.00
	AL-2016-07-01-00	Program Area Management	\$202,703.52	\$.00	\$202,703.52	\$202,703.52	\$202,703.52	\$.00
	Alcohol Total		\$922,712.62	\$596,042.97	\$922,712.62	\$922,712.62	\$922,712.62	\$.00
Motorcycle Safety								
	MC-2016-07-01-00	Program Area Management	\$36,987.09	\$.00	\$36,987.09	\$36,987.09	\$36,987.09	\$.00

MC-2016-07-02-00	State Match	\$.00	\$.00	\$14,060.25	\$.00	\$.00	\$.00
Motorcycle Safety Total		\$36,987.09	\$.00	\$51,047.34	\$36,987.09	\$36,987.09	\$.00
Occupant Protection							
OP-2016-02-01-02	DCCCA	\$40,059.42	\$.00	\$40,059.42	\$40,059.42	\$40,059.42	\$.00
OP-2016-02-02-16	St Francis - Tulsa Area Safe Kids	\$12,136.10	\$.00	\$12,136.10	\$12,136.10	\$12,136.10	\$.00
OP-2016-03-01-05	Catoosa PD	\$5,105.83	\$5,105.83	\$5,105.83	\$5,105.83	\$5,105.83	\$.00
OP-2016-03-02-05	Creek County SO	\$14,000.00	\$14,000.00	\$14,000.00	\$14,000.00	\$14,000.00	\$.00
OP-2016-03-03-12	Enid PD	\$47,919.49	\$47,919.49	\$47,919.49	\$47,919.49	\$47,919.49	\$.00
OP-2016-03-04-12	Oklahoma City PD	\$112,419.97	\$112,419.97	\$112,419.97	\$112,419.97	\$112,419.97	\$.00
OP-2016-03-05-09	Oklahoma County SO	\$90,115.52	\$90,115.52	\$90,115.52	\$90,115.52	\$90,115.52	\$.00
OP-2016-03-06-12	Purcell PD	\$19,881.18	\$19,881.18	\$19,881.18	\$19,881.18	\$19,881.18	\$.00
OP-2016-03-07-13	Sand Springs PD	\$24,060.98	\$24,060.98	\$24,060.98	\$24,060.98	\$24,060.98	\$.00
OP-2016-05-01-00	Seat Belt/Pickups/Child Passenger Survey	\$71,079.44	\$.00	\$71,079.44	\$71,079.44	\$71,079.44	\$.00
OP-2016-07-01-00	Program Area Management	\$90,618.83	\$.00	\$90,618.83	\$90,618.83	\$90,618.83	\$.00
Occupant Protection Total		\$527,396.76	\$313,502.97	\$527,396.76	\$527,396.76	\$527,396.76	\$.00
Pedestrian/Bicycle Safety							
PS-2016-02-01-02	Indian Nations Council of Govt	\$34,785.34	\$.00	\$34,785.34	\$34,785.34	\$34,785.34	\$.00
Pedestrian/Bicycle Safety Total		\$34,785.34	\$.00	\$34,785.34	\$34,785.34	\$34,785.34	\$.00
Police Traffic Services							
PT-2016-03-01-03	Alva PD	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$.00
PT-2016-03-02-01	Apache PD	\$9,389.43	\$9,389.43	\$9,389.43	\$9,389.43	\$9,389.43	\$.00
PT-2016-03-03-15	Bixby PD	\$29,829.00	\$29,829.00	\$29,829.00	\$29,829.00	\$29,829.00	\$.00
PT-2016-03-04-16	Broken Arrow PD	\$75,387.84	\$75,387.84	\$75,387.84	\$75,387.84	\$75,387.84	\$.00
PT-2016-03-05-08	Calera PD	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$.00
PT-2016-03-06-03	Drumright PD	\$17,390.13	\$17,390.13	\$17,390.13	\$17,390.13	\$17,390.13	\$.00
PT-2016-03-07-13	Durant PD	\$48,750.00	\$48,750.00	\$48,750.00	\$48,750.00	\$48,750.00	\$.00
PT-2016-03-08-07	Grove PD	\$17,617.46	\$17,617.46	\$17,617.46	\$17,617.46	\$17,617.46	\$.00
PT-2016-03-10-05	Lincoln County SO	\$41,506.12	\$41,506.12	\$41,506.12	\$41,506.12	\$41,506.12	\$.00
PT-2016-03-11-08	Madill PD	\$17,039.09	\$17,039.09	\$17,039.09	\$17,039.09	\$17,039.09	\$.00
PT-2016-03-12-07	McAlester PD	\$50,978.07	\$50,978.07	\$50,978.07	\$50,978.07	\$50,978.07	\$.00
PT-2016-03-13-01	McCurtain County SO	\$7,712.15	\$7,712.15	\$7,712.15	\$7,712.15	\$7,712.15	\$.00
PT-2016-03-14-01	McLoud PD	\$13,000.00	\$13,000.00	\$13,000.00	\$13,000.00	\$13,000.00	\$.00
PT-2016-03-15-08	Norman PD	\$34,463.16	\$34,463.16	\$34,463.16	\$34,463.16	\$34,463.16	\$.00
PT-2016-03-16-09	Oklahoma County SO	\$139,744.30	\$139,744.30	\$139,744.30	\$139,744.30	\$139,744.30	\$.00
PT-2016-03-17-11	Owasso PD	\$58,818.96	\$58,818.96	\$58,818.96	\$58,818.96	\$58,818.96	\$.00
PT-2016-03-18-09	Ponca City PD	\$38,411.76	\$38,411.76	\$38,411.76	\$38,411.76	\$38,411.76	\$.00
PT-2016-03-19-06	Pottawatomie County SO	\$42,630.63	\$42,630.63	\$42,630.63	\$42,630.63	\$42,630.63	\$.00
PT-2016-03-20-14	Tahlequah PD	\$13,266.26	\$13,266.26	\$13,266.26	\$13,266.26	\$13,266.26	\$.00
PT-2016-03-21-04	Tuttle PD	\$6,992.39	\$6,992.39	\$6,992.39	\$6,992.39	\$6,992.39	\$.00
PT-2016-03-22-06	Warr Acres PD	\$7,882.37	\$7,882.37	\$7,882.37	\$7,882.37	\$7,882.37	\$.00
PT-2016-03-23-08	Ada PD	\$29,573.08	\$29,573.08	\$29,573.08	\$29,573.08	\$29,573.08	\$.00

			405b Low HVE Total	\$295,130.19	\$.00	\$479,255.13	\$295,130.19	\$295,130.19	\$.00
405b Low Training									
	M2TR-2016-02-01-18	Safe Kids OK		\$29,485.35	\$.00	\$29,485.35	\$29,485.35	\$29,485.35	\$.00
		St Francis - Tulsa Area Safe Kids		\$31,084.54	\$.00	\$31,084.54	\$31,084.54	\$31,084.54	\$.00
			405b Low Training Total	\$60,569.89	\$.00	\$60,569.89	\$60,569.89	\$60,569.89	\$.00
405b Low Public Education									
	M2PE-2016-02-01-05	Jordan Advertising		\$186,030.79	\$.00	\$186,030.79	\$186,030.79	\$186,030.79	\$.00
			405b Low Public Education Total	\$186,030.79	\$.00	\$186,030.79	\$186,030.79	\$186,030.79	\$.00
405b Low Community CPS Services									
	M2CPS-2016-02-01-18	Safe Kids OK		\$83,095.90	\$.00	\$83,095.90	\$83,095.90	\$83,095.90	\$.00
		St Francis - Tulsa Area Safe Kids		\$77,446.00	\$.00	\$77,446.00	\$77,446.00	\$77,446.00	\$.00
			405b Low Community CPS Services Total	\$160,541.90	\$.00	\$160,541.90	\$160,541.90	\$160,541.90	\$.00
405b Low CSS Purchase/Distribution									
	M2CSS-2016-02-01-18	Safe Kids OK		\$20,299.96	\$.00	\$20,299.96	\$20,299.96	\$20,299.96	\$.00
		St Francis - Tulsa Area Safe Kids		\$13,927.00	\$.00	\$13,927.00	\$13,927.00	\$13,927.00	\$.00
			405b Low CSS Purchase/Distribution Total	\$34,226.96	\$.00	\$34,226.96	\$34,226.96	\$34,226.96	\$.00
			MAP 21 405b OP Low Total	\$736,499.73	\$.00	\$920,624.67	\$736,499.73	\$736,499.73	\$.00
MAP 21 405c Data Program									
	M3DA-2016-05-01-09	DPS - Traffic Records Support		\$111,175.54	\$.00	\$111,175.54	\$111,175.54	\$111,175.54	\$.00
		DPS - OHP							
	M3DA-2016-05-02-03	PARIS/Enforcement Planner		\$81,362.86	\$.00	\$81,362.86	\$81,362.86	\$81,362.86	\$.00
		OU, Brd of Regents-							
	M3DA-2016-06-02-10	PARIS/Software Dev		\$379,128.00	\$.00	\$379,128.00	\$379,128.00	\$379,128.00	\$.00
	M3DA-2016-06-03-13	OU, Brd of Regents - Safe T		\$87,687.96	\$.00	\$87,687.96	\$87,687.96	\$87,687.96	\$.00
	M3DA-2016-07-02-00	State Match		\$.00	\$.00	\$164,838.59	\$.00	\$.00	\$.00
			405c Data Program Total	\$659,354.36	\$.00	\$824,192.95	\$659,354.36	\$659,354.36	\$.00
			MAP 21 405c Data Program Total	\$659,354.36	\$.00	\$824,192.95	\$659,354.36	\$659,354.36	\$.00
MAP 21 405d Impaired Driving Mid									
	M5HVE-2016-03-01-10	DPS - OHP		\$684,877.80	\$.00	\$684,877.80	\$684,877.80	\$684,877.80	\$.00
	M5HVE-2016-03-02-13	Lawton PD		\$59,120.62	\$.00	\$59,120.62	\$59,120.62	\$59,120.62	\$.00
	M5HVE-2016-03-03-01	Del City PD		\$18,603.62	\$.00	\$18,603.62	\$18,603.62	\$18,603.62	\$.00
	M5HVE-2016-07-02-00	State Match		\$.00	\$.00	\$630,302.53	\$.00	\$.00	\$.00
			405d Mid HVE Total	\$762,602.04	\$.00	\$1,392,904.57	\$762,602.04	\$762,602.04	\$.00
405d Mid ID Coordinator									
		DPS - OHP - Impaired Driving Coordinator		\$93,070.75	\$.00	\$93,070.75	\$93,070.75	\$93,070.75	\$.00
	M5IDC-2016-07-01-00		405d Mid ID Coordinator Total	\$93,070.75	\$.00	\$93,070.75	\$93,070.75	\$93,070.75	\$.00
405d Mid Court Support									

M5CS-2016-02-01-05	East Central University	\$65,205.60	\$.00	\$65,205.60	\$65,205.60	\$65,205.60	\$.00
405d Mid Court Support Total		\$65,205.60	\$.00	\$65,205.60	\$65,205.60	\$65,205.60	\$.00
405d Mid BAC Testing/Reporting							
M5BAC-2016-05-01-08	OSBI	\$152,769.72	\$.00	\$152,769.72	\$152,769.72	\$152,769.72	\$.00
M5BAC-2016-05-02-00	DPS - OHP - PBTs	\$12,915.00	\$.00	\$12,915.00	\$12,915.00	\$12,915.00	\$.00
405d Mid BAC Testing/Reporting Total		\$165,684.72	\$.00	\$165,684.72	\$165,684.72	\$165,684.72	\$.00
405d Mid Paid/Earned Media							
M5PEM-2016-02-01-05	Jordan Advertising	\$489,019.02	\$.00	\$489,019.02	\$489,019.02	\$489,019.02	\$.00
M5PEM-2016-02-02-00	Sports Marketing	\$436,046.80	\$.00	\$436,046.80	\$436,046.80	\$436,046.80	\$.00
M5PEM-2016-02-03-02	Oklahoma Publishing Co	\$200,000.00	\$.00	\$200,000.00	\$200,000.00	\$200,000.00	\$.00
405d Mid Paid/Earned Media Total		\$1,125,065.82	\$.00	\$1,125,065.82	\$1,125,065.82	\$1,125,065.82	\$.00
405d Mid Training							
M5TR-2016-02-01-13	District Atty's Council	\$145,495.40	\$.00	\$145,495.40	\$145,495.40	\$145,495.40	\$.00
M5TR-2016-02-04-15	OACP	\$54,691.17	\$.00	\$54,691.17	\$54,691.17	\$54,691.17	\$.00
M5TR-2016-02-05-08	OSBI	\$11,647.48	\$.00	\$11,647.48	\$11,647.48	\$11,647.48	\$.00
M5TR-2016-05-01-03	Board of Test	\$42,956.70	\$.00	\$42,956.70	\$42,956.70	\$42,956.70	\$.00
M5TR-2016-05-02-03	CLEET	\$31,165.16	\$.00	\$31,165.16	\$31,165.16	\$31,165.16	\$.00
405d Mid Training Total		\$285,955.91	\$.00	\$285,955.91	\$285,955.91	\$285,955.91	\$.00
405d Mid Other Based on Problem ID							
M5OT-2016-02-01-03	DMHSAS - Task Force	\$23,625.26	\$.00	\$23,625.26	\$23,625.26	\$23,625.26	\$.00
405d Mid Other Based on Problem ID Total		\$23,625.26	\$.00	\$23,625.26	\$23,625.26	\$23,625.26	\$.00
MAP 21 405d Impaired Driving Mid Total		\$2,521,210.10	\$.00	\$3,151,512.63	\$2,521,210.10	\$2,521,210.10	\$.00
MAP 21 405f Motorcycle Programs							
M9MT-2016-07-02-00	State Match	\$.00	\$.00	\$29,155.96	\$.00	\$.00	\$.00
405f Motorcyclist Training Total		\$.00	\$.00	\$29,155.96	\$.00	\$.00	\$.00
405f Motorcyclist Awareness							
M9MA-2016-02-01-05	Jordan Advertising	\$116,623.83	\$.00	\$116,623.83	\$116,623.83	\$116,623.83	\$.00
405f Motorcyclist Awareness Total		\$116,623.83	\$.00	\$116,623.83	\$116,623.83	\$116,623.83	\$.00
MAP 21 405f Motorcycle Programs Total		\$116,623.83	\$.00	\$145,779.79	\$116,623.83	\$116,623.83	\$.00
NHTSA Total		\$8,383,435.82	\$2,013,777.74	\$10,479,794.79	\$8,383,435.82	\$8,383,435.82	\$.00
Total		\$8,383,435.82	\$2,013,777.74	\$10,479,794.79	\$8,383,435.82	\$8,383,435.82	\$.00

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Attachment A - NHTSA Attitude & Awareness Survey 2016

OHSO/Jordan Advertising
NHTSA Performance Measures Survey
June, 2016

Background and Methodology

In order to comply with the National Highway Traffic Safety Administration (NHTSA), the Oklahoma Highway Safety Office (OHSO) and Jordan Advertising commission an annual performance measure survey to be conducted during the early summer months among licensed drivers over the age of 18 in the state of Oklahoma. For the years 2010, 2011, and 2012, this survey was conducted in early- to mid-July in the state of Oklahoma. In 2013 the survey was conducted in early May, in 2014 the survey was conducted in later May, in 2015 it was conducted in late May and early June, and this year it was conducted in mid-June, 2016.

In past years, surveys were conducted using an online methodology, from July 12-27, 2010, from July 18-21, 2011, July 2-9, 2012, May 7-12, 2013, May 20-25, 2014, and May 26 to June 3, 2015. This year an online methodology was conducted as well, from June 8 - 13, 2016. Each year, a target of five hundred respondents are randomly selected from across Oklahoma and asked to complete a short online survey about driving behavior and awareness (margin of error = \pm 4.38%). In 2016, 500 people responded. Table 1 summarizes data collection methods since the inception of the performance measures survey.

Methodology by Year

Year	Dates Data Collected	Number of Respondents*	Methodology
2010	July 12-27	500	Online
2011	July 18-21	517	Online
2012	July 2-9	505	Online
2013	May 7-12	502	Online
2014	May 20-25	501	Online
2015	May 26 - June 3	500	Online
2016	June 8 - 13	500	Online

Table 1

*In an online survey methodology, the web portal is open until the target number of respondents is collected. When more than 500 respondents are shown as having completed surveys, it is because there were active surveys being completed when the target number was reached. Rather than shut the web portal and generate incomplete surveys, the portal remains open until active surveys are completed.

Respondents are always screened to ensure they are over the age of eighteen, are not employed by a law enforcement agency or advertising or public relations company, and have a current Oklahoma driver's license. The results are collected, compiled, tabulated and analyzed by Kimberling Consulting, Inc. What follows are the results of that survey for the 2016 wave, with comparison to the data collected annually in waves conducted 2010 - 2015 waves where appropriate.

Changes from past surveys:

For the current 2016 survey, one question was dropped and another was added. The question that asks a respondent's telephone area code was omitted from this survey because, due to the transient nature of cell phone numbers, a primary telephone area code is no longer an accurate measure of a respondent's state residence. More simply put, just because a respondent does not have an Oklahoma area code does not indicate that the respondent is not an Oklahoma state resident. Instead, ownership of a "valid Oklahoma driver's license" is used to gauge both residence and the possession of driving privileges.

Also, as of 12:01 am November 1, 2015, House Bill 1965 made it illegal in the state of Oklahoma to read or manually compose or send a text message while driving a moving vehicle. The ban also includes instant messages, email, photos or video. Hands-free applications are permitted.

In order to assess knowledge of this law, a question was added that asks, "Are you aware of a law in the state of Oklahoma that prohibits texting while driving?"

The anti-texting legislation was signed into law by Governor Mary Fallin in May of 2016. Some excerpts from the law include:

- It shall be unlawful for any person to operate a motor vehicle on any street or highway within this state while using a hand-held electronic communication device to manually compose, send or read an electronic text message while the motor vehicle is in motion.
- Any person who violates the provisions ... shall, upon conviction, be punished by a fine of not more than \$100.
- The Department of Public Safety shall not record or assess points for violations of this section on any license holder's traffic record maintained by the department.

*Noto bene: As noted in previous years, due to the fact that increasing numbers of the population are using cellular phones as their main phone, and these phone numbers are portable to the cellular subscriber, area code data is not as meaningful as it has been in past years to classify location of respondent. Since area code is not an accurate indicator of a person's state residence, it has been omitted from this survey and future surveys.

2016 Demographics

Respondents to the randomly sampled population of Oklahoma drivers accurately reflect the overall demographic profile of the state. The gender breakdown of respondents in 2016 is within the margin of error of the gender profile of the state of Oklahoma: 46.6% of respondents are male and 53.4% are female. Racial distributions are also as expected for the state, as seen in Figure 1.

Race Distribution

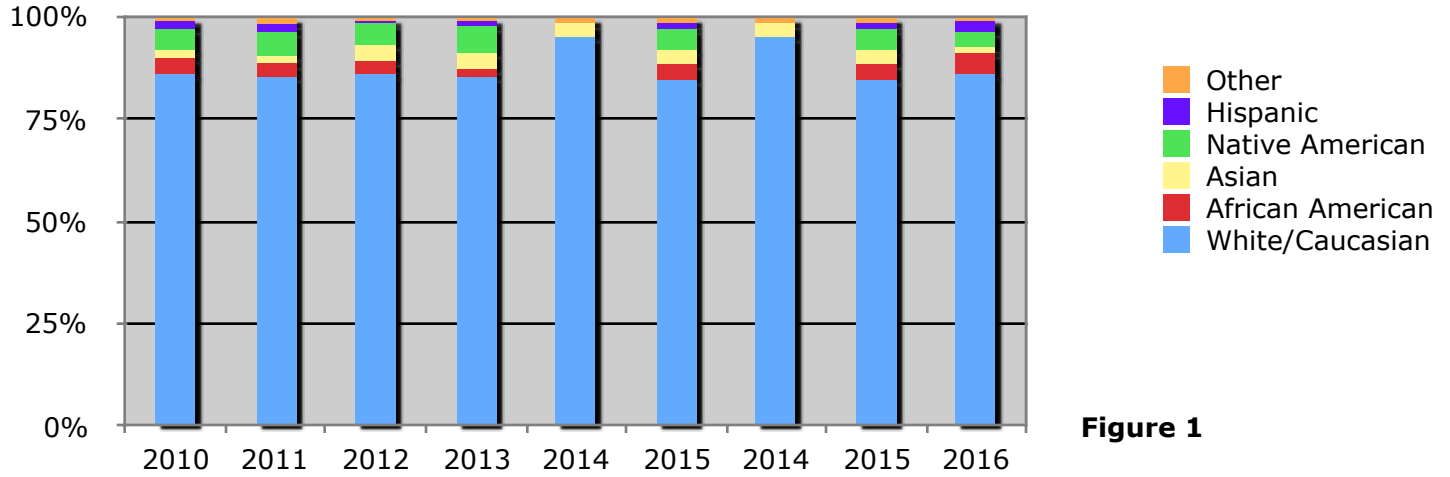


Figure 1

Among respondents, slightly less than half (49.2%) report driving a 2- or 4-door car most of the time, up from last year's all-time low of 45.6% (see Figure 2). Those who report driving a van or minivan also climbed slightly from last year's low of five percent up to 5.2%. About a third of respondents (30.2%) are SUV drivers, and pickup truck drivers in 2016 are between the all-time high of 17.2% in 2015 and the all time low of 12.8% in 2014, with 14.6% in 2016. The 2016 data do not represent any significant departures from past year's statistics regarding demographics; including race, gender, and age reported.

Type of Vehicle Driven

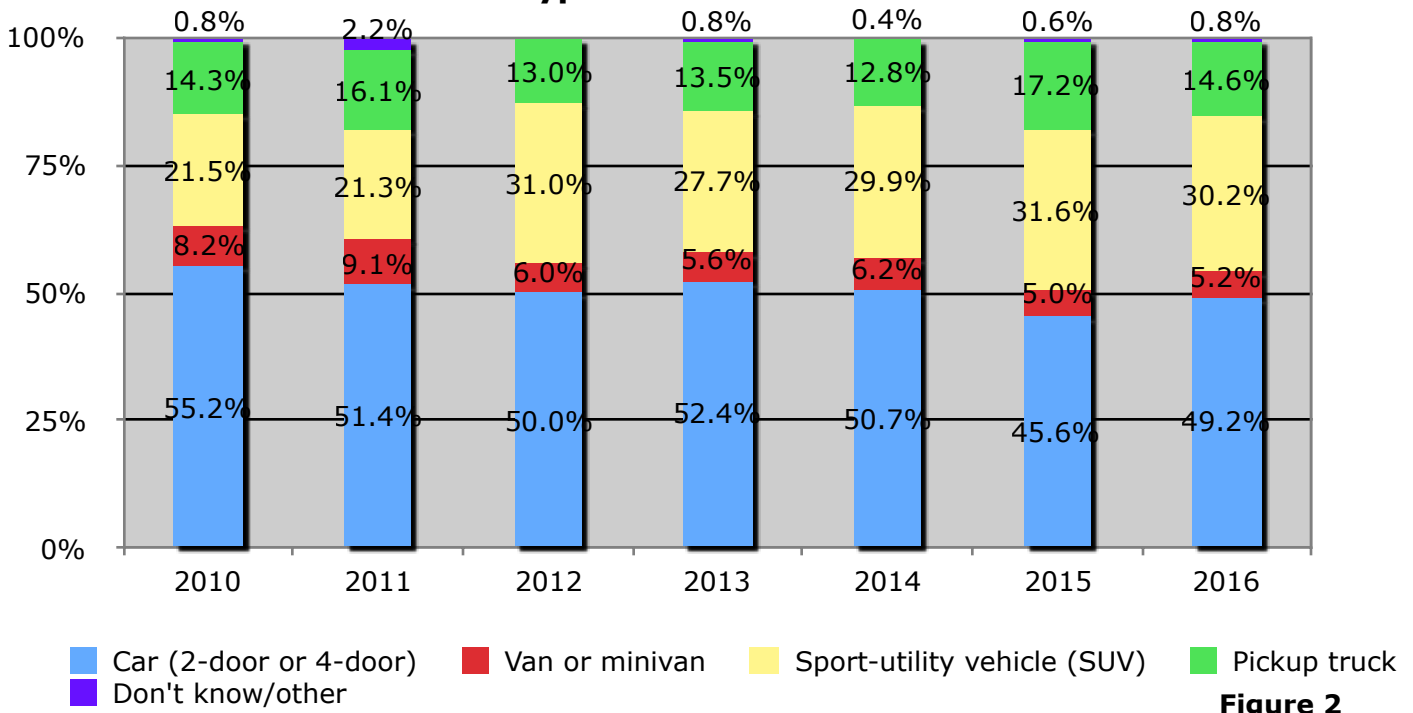


Figure 2

The 2016 age distribution is skewed slightly to the right. There are higher percentages of those in the younger age categories (18-24 and 25-34) than in past years (see Figure 3), and the older age groups have lower or about the same percentages of respondents than recent years. The first year of the survey, 2010, saw the highest percentage of respondents in the 18-24 age category (8.4%) up until now. That percentage has continued a downward trend over the past five years, with 2014 experiencing only 0.4% of respondents in the youngest category (2 respondents). In 2015 the youngest age category rebounded, and 2016 exhibits the highest number of younger drivers: 9.8%. The next age category, 25-24 year olds, more than doubled from 2015, from 11.6 percent to 26.8 percent. The 35-44 and 45-54 age categories each increased less than a percent from 2015 to 2016, the 55-64 year olds dropped nearly ten points, and those reporting themselves as 65 and older dropped by more than half, from 23.6% in 2015 to just 11.0% in 2016.

Age Demographic, 2010 - 2016

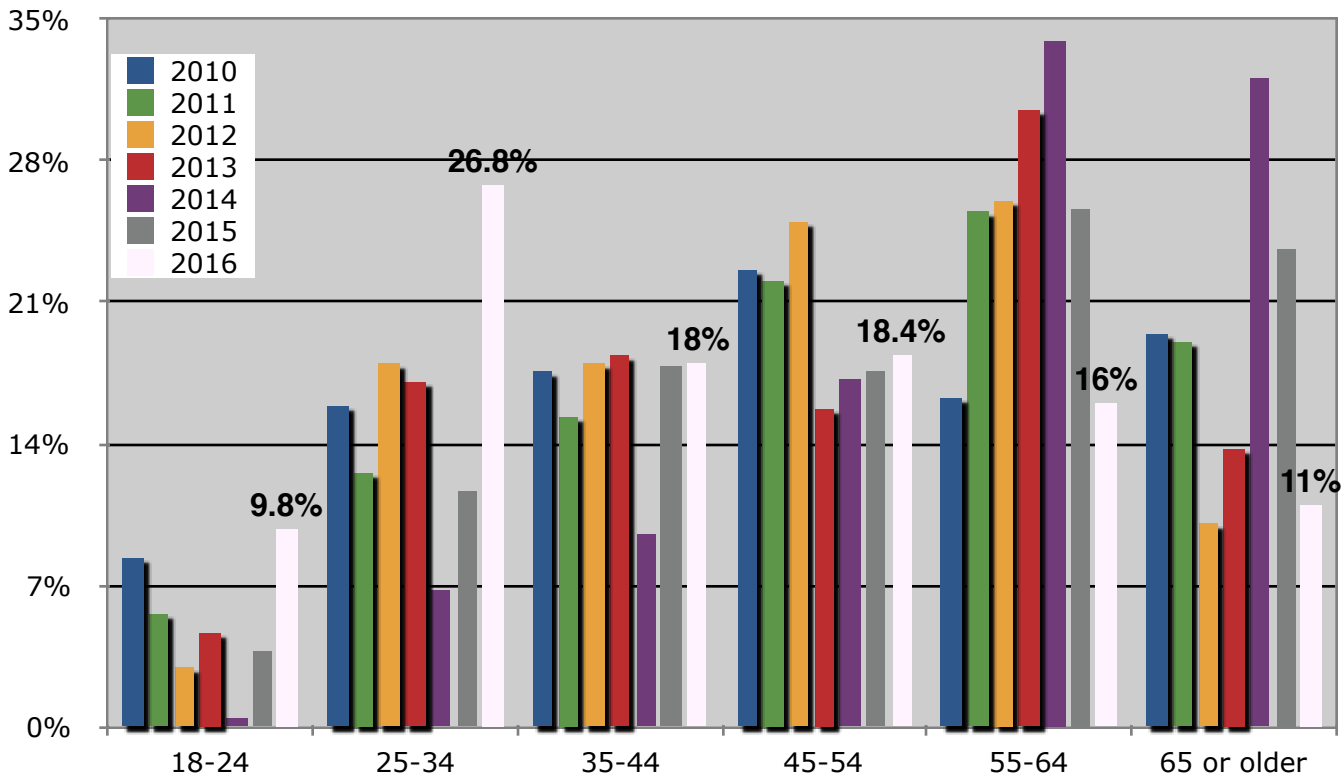


Figure 3

This 2016 age shift could be due to randomness, or there could be a “millennial factor” at play, whereby more millennials were available to participate in this year’s survey than in years past. Additionally, the possibility of a “rogue sample” exists, but this possibility is extremely unlikely, as all other demographic variables collected mirror both the demographic distribution of the state and the distributions of years past. Sometimes a “rogue” sample is obtained due to random sampling error, whereby, simply due to “luck of the draw,” a sample that does not necessarily look like the population is obtained in certain demographic areas. This is probably *not* the case in the 2016 sample as the remaining demographics (gender, race, type of vehicle driven) were within the margin of error of past year’s demographic distributions. (One would expect that, statistically, if the age distribution is “rogue,” then other demographics would be significantly “off” as well. In a true rogue sample, very very rarely is only one demographic variable statistically significantly different from that of the population.) This year (2016) shows a reverse skewness than that of 2014, but not as dramatic and not as unusual.

Seat Belt Use and Attitudes

Seat belt use has not deviated much at all from year to year. The vast majority of Oklahomans report always wearing their seatbelt when they drive or ride in a vehicle, with minuscule percentages over time (one percent or less) reporting they rarely or never wear their safety restraint.

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

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Always	91.0%	93.4%	93.0%	95.8%	95.0%	94.8%	91.6%
Sometimes	7.2%	4.6%	4.0%	3.4%	4.6%	4.2%	6.6%
Rarely	1.0%	0.8%	2.0%	0.8%	0.4%	0.6%	1.0%
Never	0.6%	1.0%	1.0%	0.0%	0.0%	0.4%	0.8%
Don't know	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0%

Table 2

Reported seat belt use in 2016 remains very high. As shown in Table 2 and Figure 4, in 2016 more than nine in ten Oklahomans (91.6%) report wearing a seatbelt “always” when driving or riding in a motor vehicle, with 6.6% reporting “sometimes” usage. Less than two percent report wearing seatbelt either rarely or never.

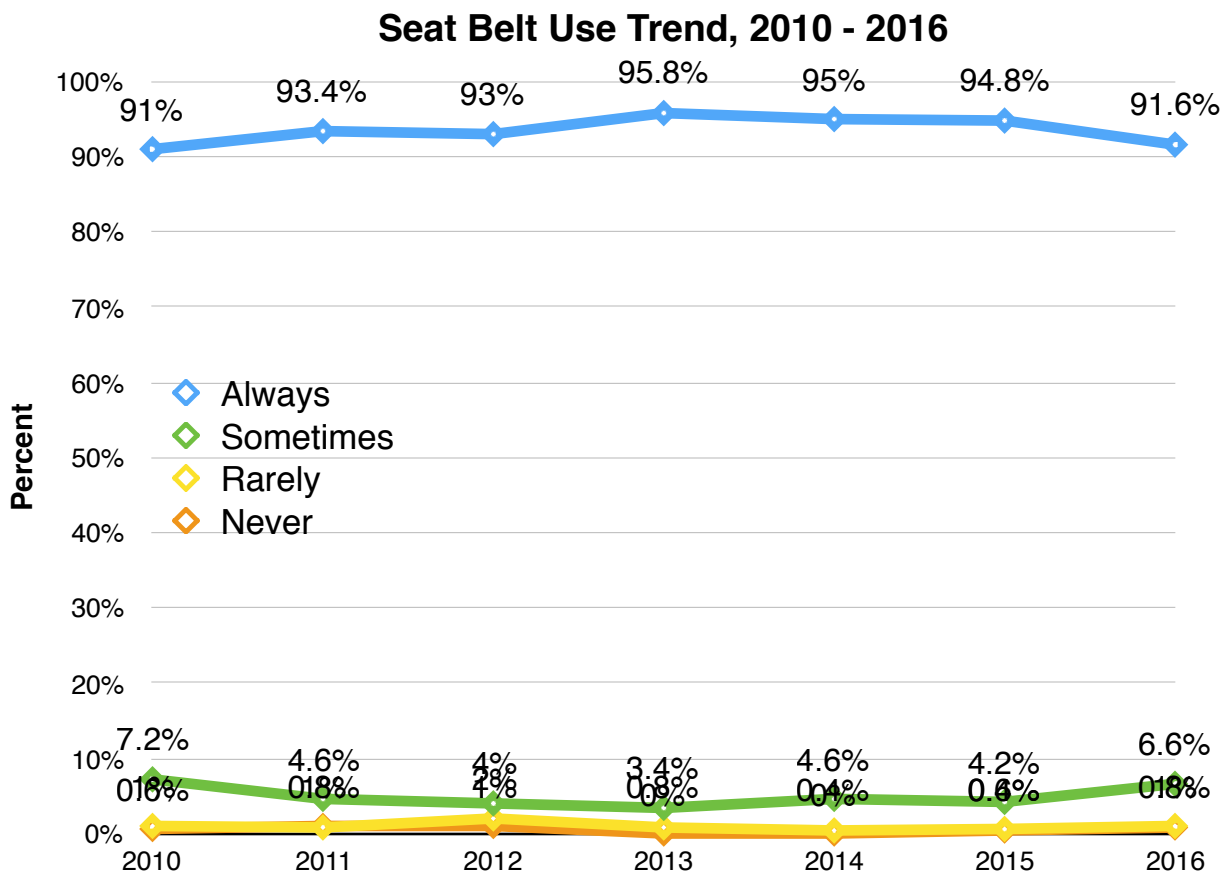


Figure 4

There are no significant differences in seat belt use across the various age or gender breakdowns, as seen in Table 3. Respondents in the 55-64 year age category are most likely to report always wearing a seatbelt (96.3%), where 25-34 year olds are least likely (88.8%). The age group most likely to report never wearing a seatbelt are 45-54 year olds (2.2%). In years past there have been more significant differences in seatbelt use between males and females, but the percentages for each of the seatbelt use categories by sex have evened out over time.

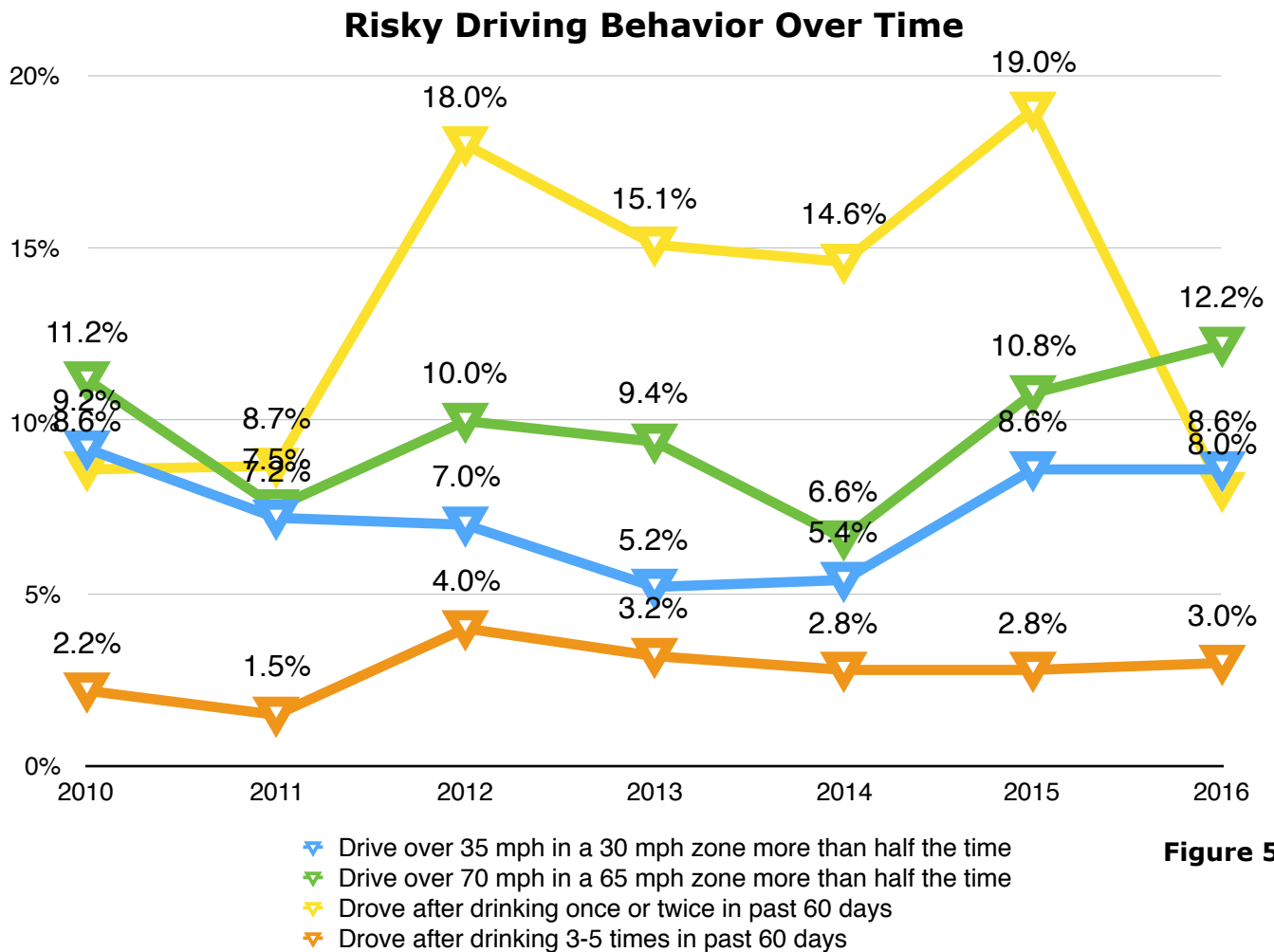
How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?								
	Male	Female	18-24	25-34	35-44	45-54	55-64	65 or older
Always	91.0%	92.1%	93.9%	88.8%	90.0%	92.4%	96.3%	90.9%
Sometimes	6.4%	6.7%	6.1%	7.5%	10.0%	4.3%	3.8%	7.3%
Rarely	2.1%	0.0%	0.0%	3.0%	0.0%	1.1%	0.0%	0.0%
Never	0.4%	1.1%	0.0%	0.7%	0.0%	2.2%	0.0%	1.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 3

Risky Behavior

As in years past, for the purposes of this survey, a risky driving behavior is defined as someone who has either driven a motor vehicle within 2 hours after drinking alcoholic beverages once or twice in the past 60 days, or who reports driving more than five miles over the posted speed limit more than half of the time (Figure 5).

With the exception of "habitual" drinking and driving (which I will define as driving after drinking 3 or more times in the past 60 days - the orange line in Figure 5), risky driving behavior is in a holding pattern from last year with the exception of reporting having driven after a drink or two, which decreased by more than half (19% down to 8%). Those reporting driving after drinking 3-5 times in the past sixty days has remained steady for the past 5 years, varying between 2.8% and 4.0%.



This survey was put into the field about a week after Memorial Day in 2016, which could explain some of the drinking and driving behavior, as some respondents might have operated a motor vehicle after drinking on Memorial Day, OR, on the flip side, could have been extra wary of law enforcement presence/police checkpoints and opted to abstain. In some past survey years, the survey waves have occurred in July with the Fourth of July weekend included in the past 60 days of reference for drinking and driving behavior. In 2013, the survey was conducted in early May and did not include the Memorial Day weekend, and in 2014 data collection was completed *during* the Memorial Day weekend, but prior to Memorial Day. Driving more than 70 mph in a speed zone marked 65 mph behavior also increased since 2014 by almost double (6.6% to 12.2%).

In the past 30 days, have you done any of the following while driving? Check all that apply

	<u>2015</u>	<u>2016</u>
Talked on a hands-free phone	38.4%	35.0%
Talked on a hand-held phone	46.0%	44.0%
Sent, read or responded to a text message or email	24.0%	24.6%
Checked or updated social media (Facebook, Instagram, SnapChat, Twitter, etc.) on a cellular device	5.6%	9.4%
Used a cellular device to take a photo or video	6.4%	9.4%
Video chat or FaceTime on a cellular device	0.8%	2.8%
None of the above	31.0%	34.8%

Table 4

In 2015, a new question was added to the survey to assess use of cellular devices while driving, and was repeated in 2016 (Table 4). This question asks if respondents have used a hands-free device or a hand-held device to speak on the phone, or if he or she has ever used that device to check or respond to emails, texts, or social media, or if they have used any of the camera or video features on their cellular device, all while operating a motor vehicle. (Respondents were permitted to select more than one choice, so percentages will not sum to 100%.)

While nearly 35% report (Figure 6) having *never* used a cellular device while driving in the past month (talked, texted, or used photographic applications), almost a one in four (24.6%) are reporting having used a cellular device’s writing function (text or email), 9.4% have used one to check in on social media of some kind (almost double from 2015), and more than one in ten (12.2%) have used some kind of photography while driving (either to chat via “FaceTime” or to take a photo or video).

Used Cell Phone While Driving in Past 30 Days by Year, 2016

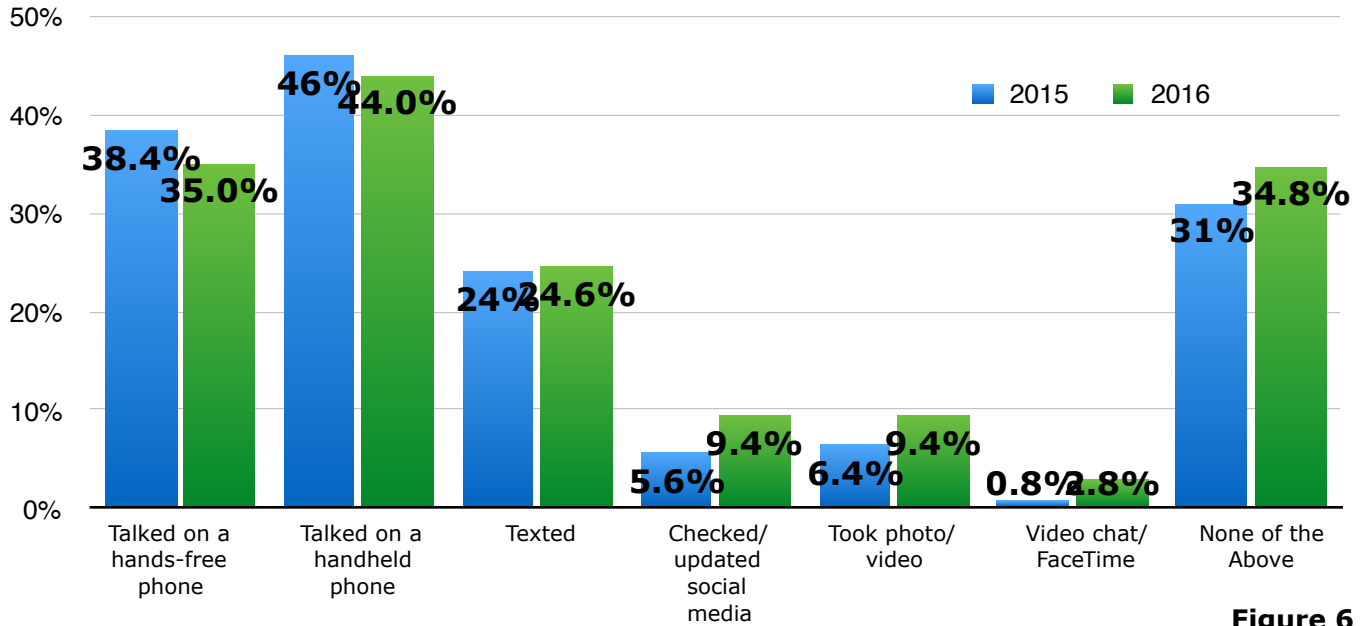


Figure 6

According to Table 5 and Figure 7, females are more likely (by 6.2 points) than males to talk on a hands-free phone while driving. In a reverse trend from 2015, females are only slightly more likely than males to talk on a handheld device (less than three points). In 2015, females were guiltier than males of using some kind of writing feature on a cell phone to text or email (almost 30% compared to 18.1%), a gap which has significantly closed and a pattern that has reversed in 2016. Now 48.8% of females compared to 51.2% of males have done this. All in all, there are no statistically significant differences between the sexes in terms of cell phone use while driving - any and all discrepancies are well within the margin of error.

CELL PHONE USE WHILE DRIVING IN THE PAST 30 DAYS by Sex, 2016 (row totals)		
	Male	Female
Talked on a hands-free phone	46.9%	53.1%
Talked on a hand-held phone	48.6%	51.4%
Sent, read or responded to a text message or email	51.2%	48.8%
Checked or updated social media (Facebook, Instagram, SnapChat, Twitter, etc.) on a cellular device	46.8%	53.2%
Used a cellular device to take a photo or video	51.1%	48.9%
Video chat or FaceTime on a cellular device	50.0%	50.0%
None of the above	44.8%	55.2%

Table 5

Cell Phone Use While Driving by Sex, 2016

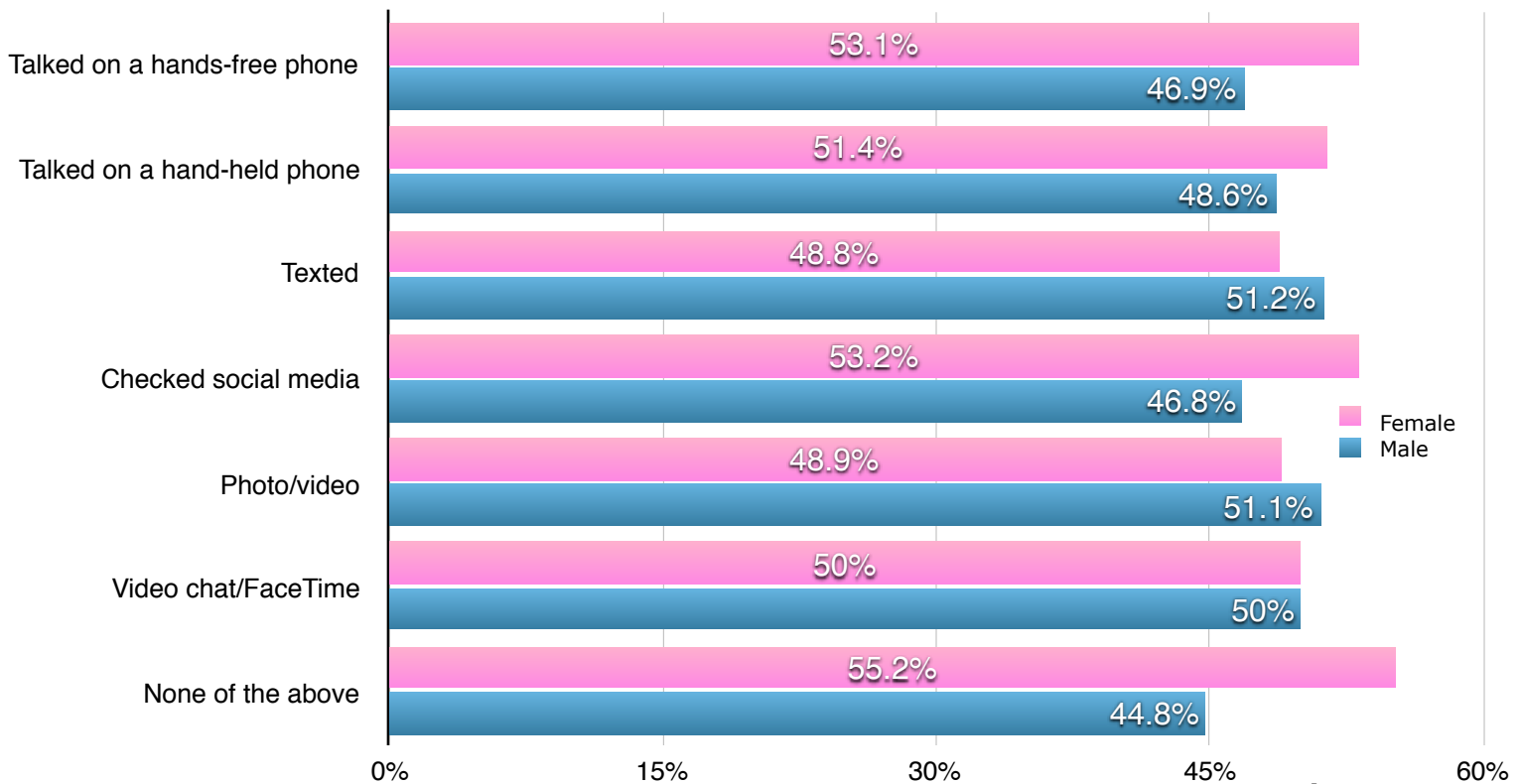


Figure 7

Interesting differences appear when we break down texting and driving behavior by age groups (Table 6). While it is not terribly surprising that, among those who have talked on a hands-free phone while driving in the past month the 35-54 year olds are the highest, it is somewhat surprising that this age group also demonstrates the highest percentages across the board for inappropriate or distracting cell phone use while driving. Among those who have texted while driving, the 35-54 year olds are the most frequent offenders by far, with two thirds reporting this behavior compared to just under 15% for 18-34 year olds and 18.7% of those fifty five and older.

WHILE DRIVING IN THE PAST 30 DAYS by Age Group, 2016 (row totals)				
	18-34	35-54	55+	TOTAL
Talked on a hands-free phone	13.1%	54.9%	32.0%	100%
Talked on a hand-held phone	9.5%	53.2%	37.3%	100%
Sent, read or responded to a text message or email	14.6%	66.7%	18.7%	100%
Checked or updated social media (Facebook, Instagram, SnapChat, Twitter, etc.) on a cellular device	17.0%	63.8%	19.1%	99.9%
Used a cellular device to take a photo or video	14.9%	68.1%	17.0%	100%
Video chat or FaceTime on a cellular device	21.4%	57.1%	21.4%	99.9%
None of the above	7.5%	27.0%	65.5%	100%

Table 6

Examining the data in a different way, using column totals, we can see how many of distracted cell phone activities each age group has participated in (Table 7). For this discussion, 18-34 year olds will be called the “younger” group, 35-54 year olds the “middle” group, and 55+ year olds the “mature” group.

WHILE DRIVING IN THE PAST 30 DAYS by Age Group, 2016 (column totals*)			
	18-34	35-54	55+
Talked on a hands-free phone	46.9%	42.9%	24.7%
Talked on a hand-held phone	42.9%	52.2%	36.1%
Sent, read or responded to a text message or email	36.7%	36.6%	10.1%
Checked or updated social media (Facebook, Instagram, SnapChat, Twitter, etc.) on a cellular device	16.3%	13.4%	4.0%
Used a cellular device to take a photo or video	14.3%	14.3%	3.5%
Video chat or FaceTime on a cellular device	6.1%	3.6%	1.3%
None of the above	26.5%	21.0%	50.2%

Table 7

*Respondents were allowed to check more than one response on this question, so column totals may sum to more than 100%.

The mature group reports the lowest percentages of any distracted cell phone use while driving across the board. One in ten of the mature group have texted while driving, compared to 36.7% and 36.6% of the younger and middle groups, respectively. The mature group is also significantly less likely to have checked/updated social media (4.0%), but the numbers are still relatively low for the other two groups (16.3% among the younger and 13.4% among the middle). While not a huge percentage (6.1%), the younger age category is twice as likely as the middle group to have used some time of video chatting interface while driving, and almost six times as likely as the mature group.

Figures 8 and 9 give a visual representation of each age group’s behavior regarding cell use while driving by the two years this question has been asked.

Distracted Driving by Age, 2015

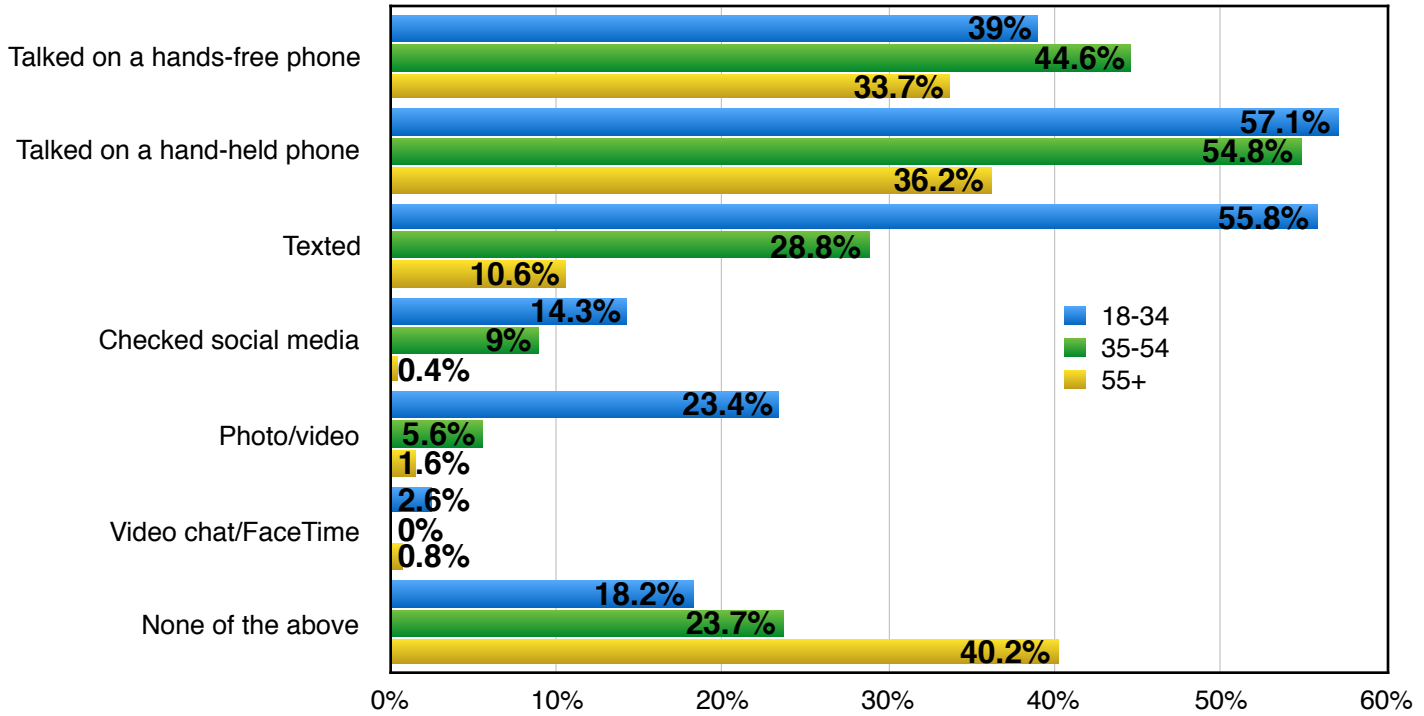


Figure 8

Distracted Driving by Age, 2016

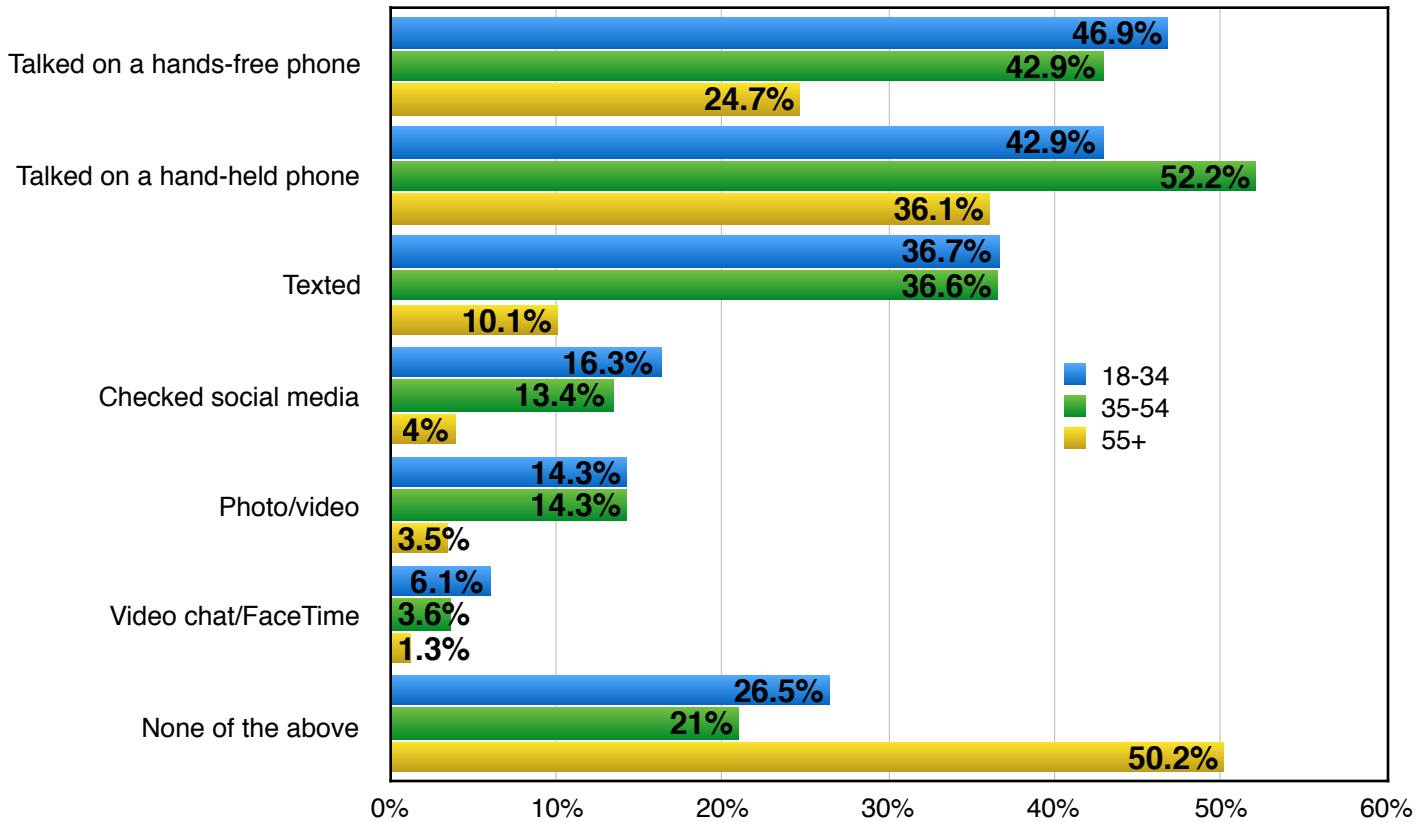


Figure 9

Awareness of Distracted Driving Law/Influenced Driving Reduction Efforts

The current survey wave included an entirely new question aimed at assessing general knowledge of Oklahoma’s recently passed anti-texting while driving law. The data for this question are summarized in Table 8 and Figure 10. Overall, 93.8% of respondents claim to have knowledge of the new law, while 4.2% said they are not aware of such law, and 2.0% are unsure. As seen in Table 8, while the overwhelming majority of respondents are aware of the new law, it does not appear they are changing their cell use behavior while driving.

Awareness of No Texting While Driving Law, 2016				
	Yes	No	Don't know	TOTAL
Talked on a hands-free phone	94.9%	2.9%	2.3%	100.1%
Talked on a hand-held phone	94.5%	4.1%	1.4%	100%
Sent, read or responded to a text message or email	91.1%	5.7%	3.3%	100.1%
Checked or updated social media (Facebook, Instagram, SnapChat, Twitter, etc.) on a cellular device	89.4%	6.4%	4.3%	100.1%
Used a cellular device to take a photo or video	91.5%	2.1%	6.4%	100%
Video chat or FaceTime on a cellular device	78.6%	7.1%	14.3%	100%
None of the above	93.1%	5.2%	1.7%	100%

Table 8

Awareness of No Texting Law by Distracted Driving Behavior, 2016

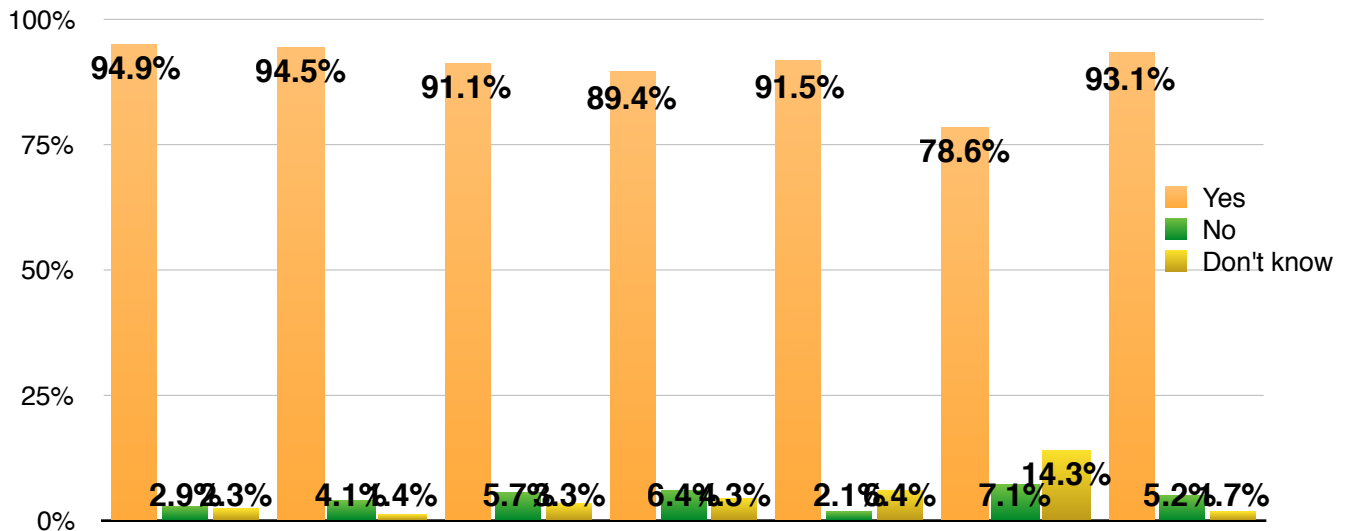


Figure 10

Perceptions of law enforcement messages or efforts to reduce alcohol-influenced driving have not changed significantly since last year (Figure 11), and, with few exceptions, have remained steady since the inception of the survey.

Aware of Law Enforcement Efforts to Reduce Influenced Driving by Year

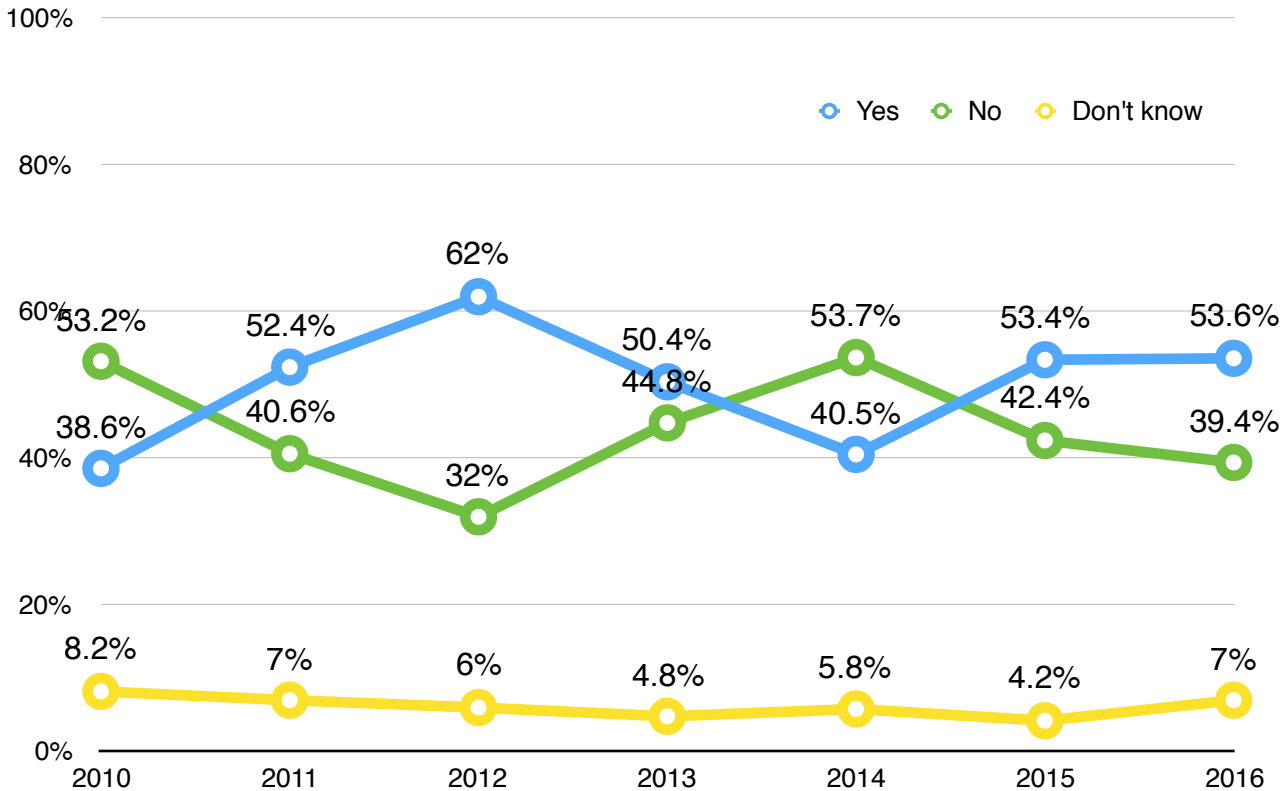


Figure 11

There is no discernible pattern this year among those who participate in risky driving behavior, such as speeding or driving after drinking, and awareness of law enforcement efforts to reduce drunk driving incidence, as see in Table 9. Awareness of such efforts does not differ significantly between those who speed/drive intoxicated and those who do not. Some years show higher levels of awareness, which could be due to the timing of the survey. For example, surveys that are fielded after or during national holidays such as Memorial Day or the Fourth of July could have enhanced awareness numbers do the fact that so many will travels to area lakes and vacation spots during these holidays, and might be more aware of road signs or police presence.

For the most part, there have been no significant changes in data patterns in the past seven survey cycles (2010 - 2016). Data will continually be tracked in the future to determine if any changes arise, or if trending patterns hold steady.

Aware of Driving Under the Influence Reduction Efforts by Law Enforcement by Risky Driving Behavior, All Years						
	2011	2012	2013	2014	2015	2016
Drive over 35 mph in a 30 mph zone MORE than half the time	46.6%	62.2%	41.8%	43.2%	55.7%	59.2%
Drive over 35 mph in a 30 mph zone LESS than half the time	54.8%	63.4%	53.5%	42.8%	53.6%	52.0%
Drive over 35 mph in a 30 mph zone NEVER	52.1%	56.1%	44.4%	26.4%	49.3%	50.0%
Drive over 70 mph in a 65 mph zone MORE than half the time	46.8%	64.7%	47.3%	40.2%	54.0%	59.3%
Drive over 70 mph in a 65 mph zone LESS than half the time	55.6%	62.2%	54.9%	43.1%	54.9%	54.1%
Drive over 70 mph in a 65 mph zone NEVER	51.1%	58.4%	38.2%	31.9%	45.7%	42.9%
Drove after drinking in past 60 days	56.7%	70.0%	62.5%	51.5%	59.3%	54.0%
Did not drive after drinking in past 60 days	52.1%	59.8%	47.5%	38.2%	51.3%	53.5%

Table 9