

# 2014

## 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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This report is for the Federal Fiscal Year 2014 from October 1, 2013 through September 30, 2014. 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 2013, with the exception of rates related to vehicle miles traveled (VMT) of which 2012 is the latest data available. The latest crash data available from the State of Oklahoma crash database is calendar year 2013. 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](http://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 2014.

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

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

In calendar year 2013, there were 621 vehicle collisions involving a fatality in the State of Oklahoma<sup>1</sup>, in which 678 persons lost their lives<sup>2</sup>. While these numbers represent an improvement from 2012, they still represent a needless loss of life. Even more significant is the fact that of those 678 deaths, 170 resulted from alcohol-impaired crashes where the driver tested .08 or more BAC. As a result of increased prevention efforts in this area, this number nonetheless represents the lowest number of fatalities involving alcohol impaired drivers in Oklahoma over the last ten years. We must continue our effort to better identify the causal factors and remove impaired drivers from our roadways; and in response to such need, the Governor's Impaired Driving Prevention Advisory Council was created in 2013. This committee 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 Highway Safety Forum.

For the first time in several years, the overall statewide seat belt use rate showed an increase, from 83.6% in 2013 to 86.3% in 2014<sup>3</sup>. The western sections of the state had the highest seat belt use rate at 87.4% (which includes Oklahoma County), while the Southeast part of the State had the lowest use rate (80.4%). The highest countywide use rate was Wagoner County (94.0%), with Lincoln County having the lowest (70.0%).

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

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<sup>1</sup> *Oklahoma Crash Facts 2013*

<sup>2</sup> *NHTSA Fatality Analysis Reporting System (FARS)*

<sup>3</sup> *Oklahoma Seat Belt Observation Study Summer 2014*

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.

Here are a few notable success stories from some of the 2014 projects.

- ❖ *Edmond Police Department Impaired Driving Enforcement*  
Alcohol-related crashes were reduced 33% from 18 in 2011 to 12 in 2013 with the increased use of saturation patrols.
- ❖ *Kiowa County Sheriff's Office Traffic Enforcement Project*  
Fatal/serious injury crashes were reduced by 45% from 31 in 2011 to 17 in 2013 through enhanced overtime traffic enforcement.
- ❖ *Oklahoma City Occupant Protection Enforcement*  
Through enhanced overtime enforcement, the seat belt use rate, as measured through local surveys, increased from 82% to 90% - state survey reflected a 87.2% rate.
- ❖ *OSBI Impaired Driving Testing*  
Through increased testing and overtime activity, the average turnaround time for DUID blood tests decreased from 109 to 39 days.
- ❖ *OHP Statewide Occupant Protection Enforcement*  
By selective enforcement projects targeting this area, LeFlore County moved from the lowest seatbelt use rate in 2013 to the highest in 2014.

Overall, we feel are moving in the right direction to address these as well as other identified traffic safety problems as we move forward into the years ahead.

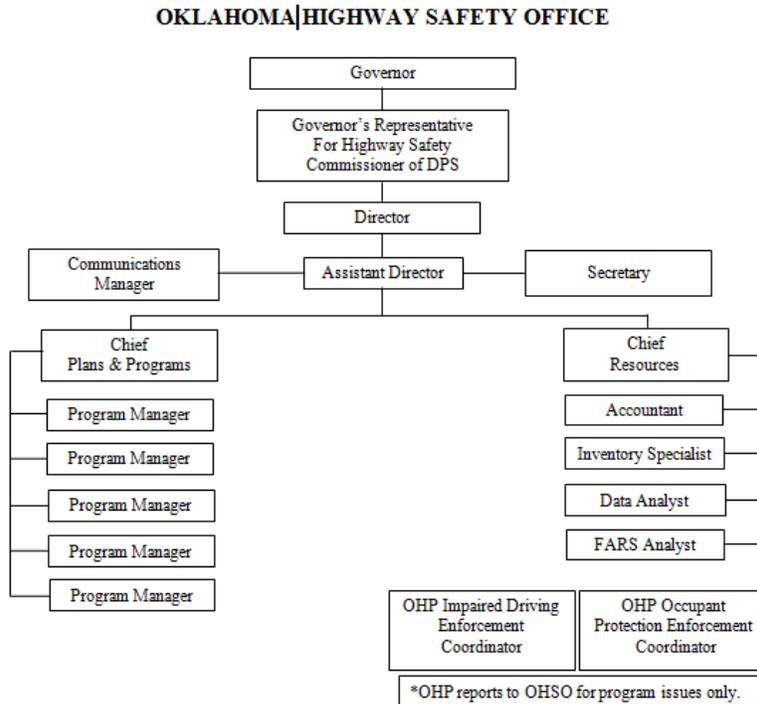
Respectfully,

Garry Thomas, Director  
Oklahoma Highway Safety Office

## OHSO Organizational Chart

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

- Director
- Assistant Director
- Chief of Resources
- Chief of Plans and Programs
- Five (5) Program Managers
- Communications Manager
- Communications Manager
- Data Analyst
- FARS Analyst
- Accountant
- Inventory Officer
- Secretary



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 Enforcement Coordinator, a Statewide Occupant Protection Enforcement Coordinator, and five troopers assigned as local law enforcement liaisons.

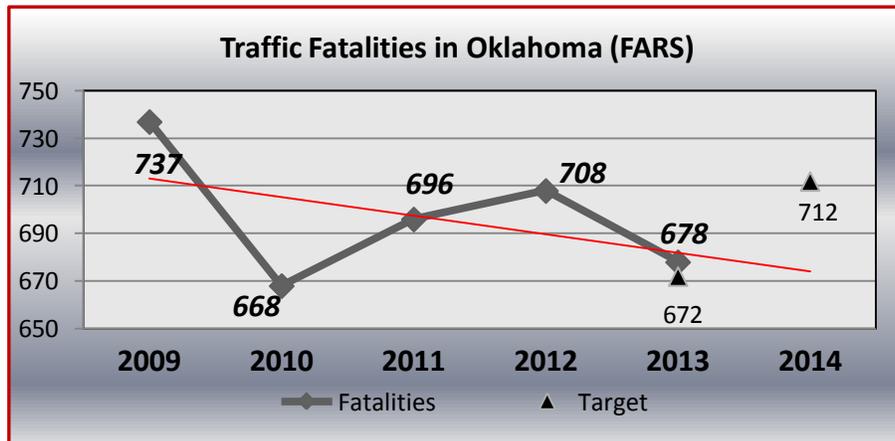
## NHTSA Core Outcome (C) and Behavior (B) Performance Measures

**FY2014 PRIMARY GOAL:** To prevent an expected 6% increase in traffic fatalities and decrease the number of serious injuries by 4%.

### C-1 Number of Traffic Fatalities (FARS)

*Target: To limit an expected increase in traffic fatalities to no more than 712 in 2014 from 696 in 2011.*

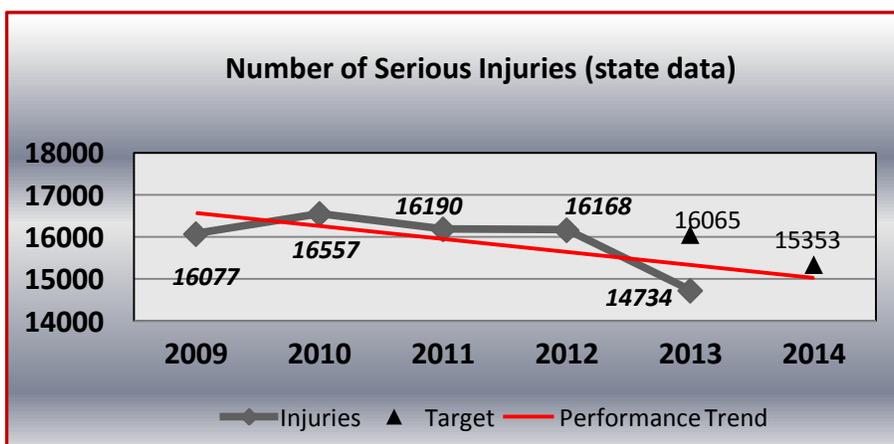
Oklahoma fatalities have decreased, from 696 in 2011 to 678 in 2013, just slightly above the 2013 target of 672. As of December 22, 2014, Oklahoma data reflects a continued decrease in 2014.



### C-2 Number of Serious Injuries (OK)

*Target: To decrease the number of serious injuries by 4% from 16,168 in 2012 to 15,353 in 2014.*

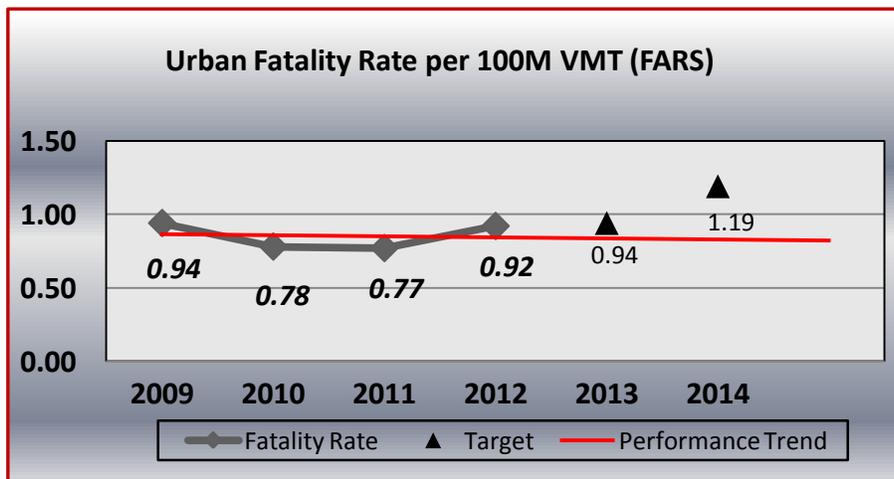
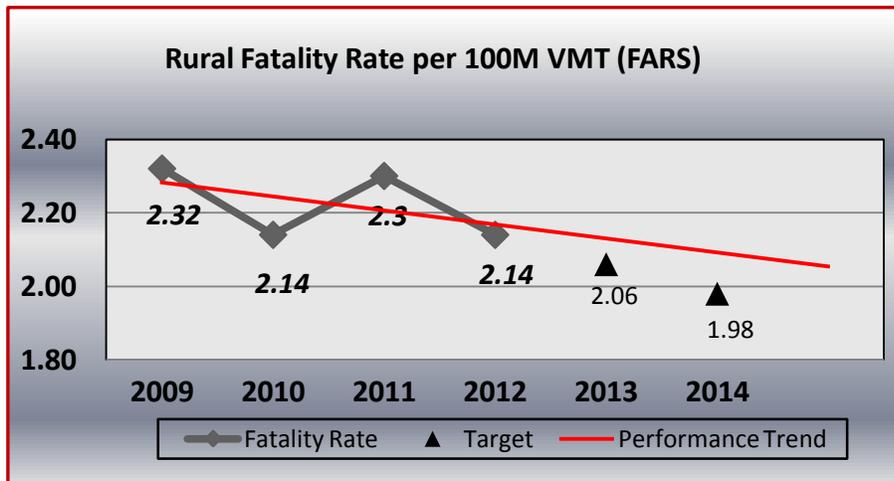
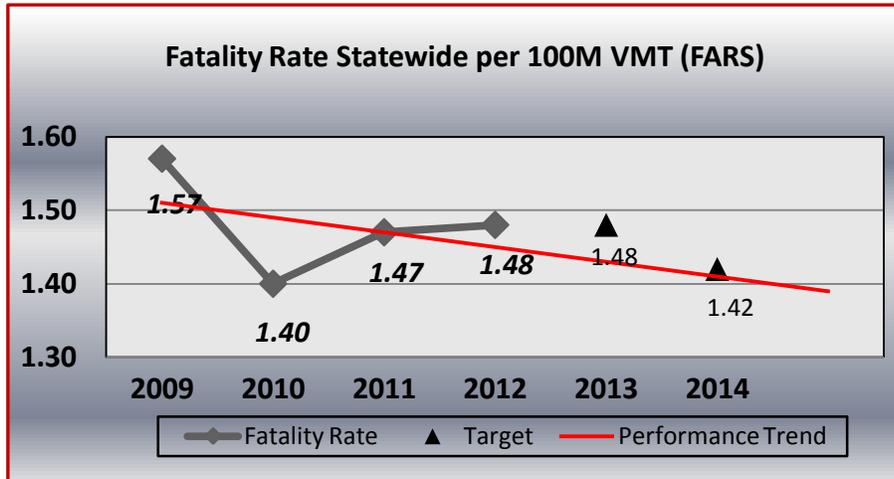
The number of serious injuries (incapacitating and non-incapacitating) has also reflected a downward trend, from 16,168 in 2012 to 14,734 in 2013 (Oklahoma data) – significantly surpassing the 2013 target of 16,065. Based on preliminary 2014 data, we expect to again meet or exceed the target projection of 15,353.



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

*Target: To reduce the overall fatality per 100 Million VMT from 1.47 in 2011 to 1.42 in 2014.*

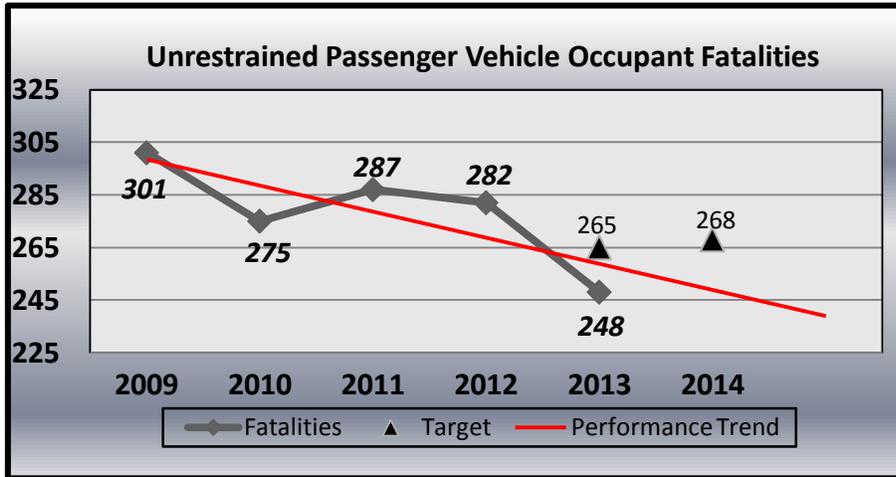
The measurement of fatalities per 100 million vehicle miles traveled (VMT) is a relatively small statistical number and thus a small deviation can reflect a statistically significant change. This measurement is broken down further into rural versus urban rates. Preliminary (Oklahoma) data indicates improvement in the statewide rate, from 1.47 in 2011 to 1.41 in 2013, which would exceed target expectations.



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

*Target: To reduce the number of unrestrained occupant fatalities (all seating positions) from 287 in 2011 to 268 in 2014.*

Unrestrained fatalities have shown a slight downward trend over the last three years, from 287 in 2011 to 248 in 2013, meeting and exceeding the 2013 target of 265. With the increase in the seat belt use rate reported in the 2014 Annual Seat Belt Use Survey, we are optimistic that we will meet or exceed the 2014 target as well.



**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 220 in 2011 to 246 in 2014.*

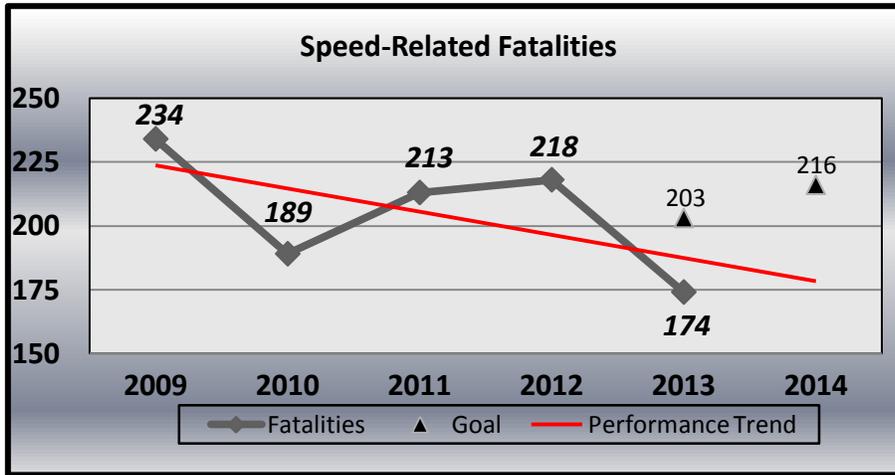
Oklahoma met and exceeded this performance target, reducing the number of .08 impaired fatalities from 220 in 2011 to 170 in 2013 – a **22.7% decrease**. We feel this decrease is not simply a trend, but is indicative of positive improvement directly resulting from the countermeasures taken as explained in the Impaired Driving Project Summary section on page 15. Based on the proactive efforts taken to address impaired driving, we would expect this improvement to continue.



### C-6 Speed Related Fatalities (FARS)

*Target: To limit the projected increase in the number of speed related fatalities from 213 in 2011 to 216 in 2014.*

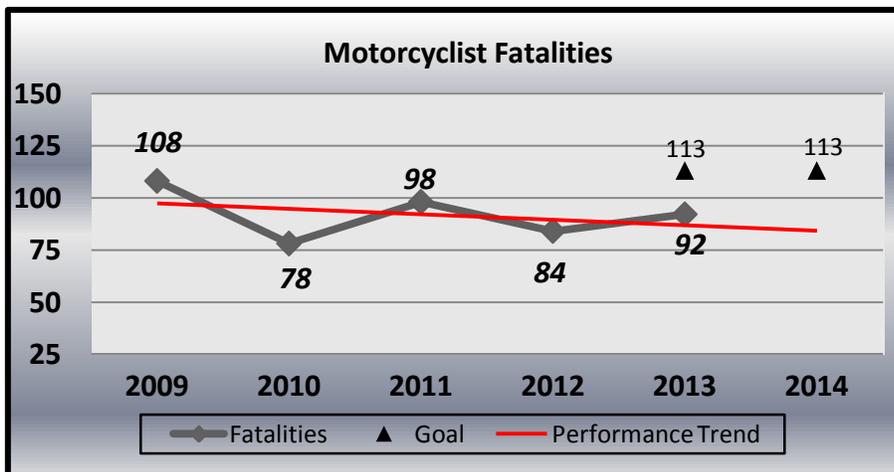
Speed related fatalities have shown a gradual decrease overall from 234 in 2009 to 174 in 2013. The expected increase in speed related fatalities did not materialize to the extent expected, with speed related fatalities actually decreasing from 213 in 2011 to 174 in 2013 - exceeding the target goal of 203. (Due to differences in definition of “speed related” between FARS and Oklahoma analysis, use of Oklahoma data for comparison and projections is not used in this performance measure).



### C-7 Motorcyclist Fatalities (FARS)

*Target: To limit the projected increase in the number of motorcyclist fatalities from 98 in 2011 to 113 in 2014.*

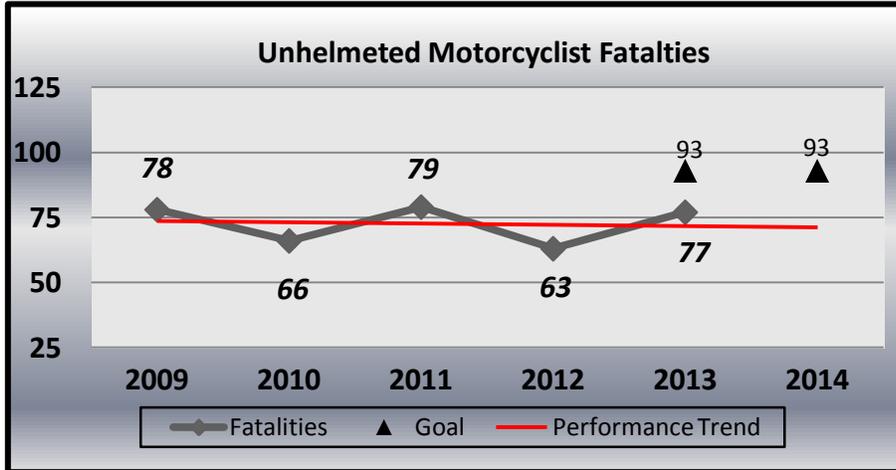
While motorcyclist fatalities have tended to fluctuate over the last several years, the overall trend has shown a decrease, despite statistical analysis suggesting a slight increase over this time frame. Oklahoma met and exceeded 2013 target projections, with 92 fatalities reported in 2013. We anticipate this trend will continue in 2014 as we continue our increased efforts in motorcycle training and education.



**C-8 Unhelmeted Motorcyclist Fatalities (FARS)**

*Target: To limit the projected increase in the number of unhelmeted motorcyclist fatalities from 79 in 2011 to 98 in 2014.*

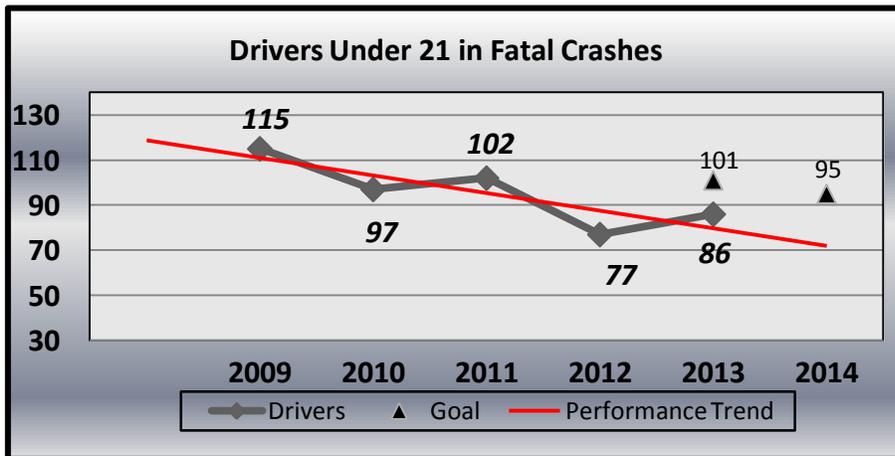
Similar to that of the motorcyclist fatalities (C-7), the overall trend has reflected a slight decrease. Based on 2013 data, Oklahoma is on track to meet 2014 target projections, with 77 unhelmeted fatalities occurring in 2013, exceeding the target.



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

*Target: To reduce the number of drivers under age 21 involved in fatal crashes from 102 in 2011 to 95 in 2014.*

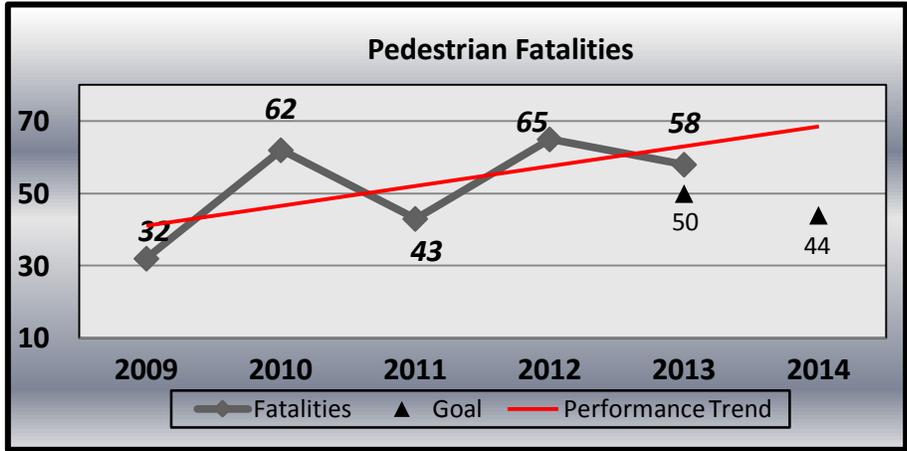
Oklahoma appears to be on target for meeting this projection, with the number of drivers under age 21 involved in fatal crashes decreasing from 102 in 2011 to 86 in 2013 (a 15% reduction). Oklahoma anticipates continued improvement in this area with an additional emphasis on youth oriented distracted driving and seatbelt projects initiated in FY15.



**C-10 Number of Pedestrian Fatalities (FARS)**

*Target: To limit a projected increase in pedestrian fatalities from 43 to 44 in 2014.*

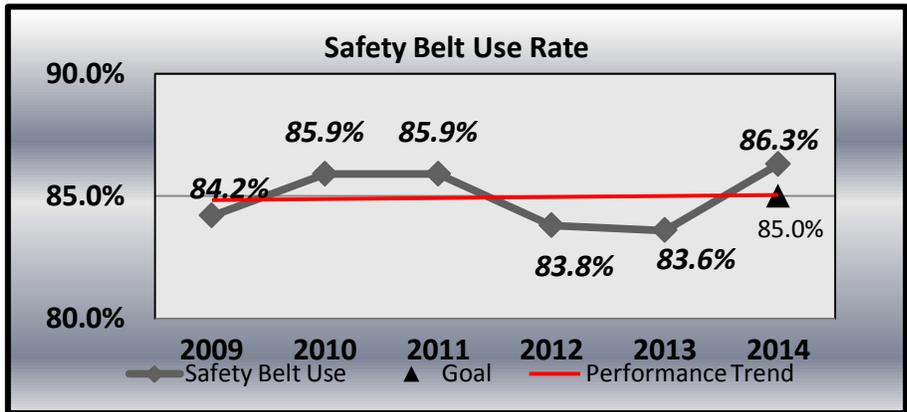
Pedestrian fatalities, while a relatively small percentage of total fatalities, has nonetheless shown an upward trend since 2009, with notable annual fluctuations. Oklahoma did not meet the target goal for 2013, with 58 pedestrian fatalities reported. Oklahoma recognizes the need for additional efforts in this area, as reflected in the FY15 HSP.



**B-1 Statewide Seat Belt Use Rate**

*Target: To increase the statewide seat belt use rate from 83.8% in 2012 to 85.7% in 2014.*

Oklahoma is happy to report that we have met this target. After several years of stagnant growth, the 2014 Statewide Seatbelt Use Survey reported an overall use rate of 86.3%, exceeding the target of 85%. This is an all-time high use rate since the annual survey began in 1991.



**Summary of NHTSA Core Performance Measures**

	2009	2010	2011	2012	2013	2014	2014 Target
<b>Traffic Fatalities (FARS)</b>	737	668	696	708	678	*	712
<b>Number of Serious Injuries (OK-AB)</b>	16,077	16,557	16,190	16,168	14,734	**	15,353
<b>Fatalities/VMT Overall (FARS)</b>	1.57	1.40	1.47	1.48	*	*	1.42
<b>Fatalities/VMT – Rural (FARS)</b>	2.32	2.14	2.30	2.14	*	*	1.98
<b>Fatalities/VMT – Urban (FARS)</b>	0.94	0.78	0.77	0.92	*	*	1.19
<b>Unrestrained Fatalities (FARS)</b>	301	275	287	282	248	*	268
<b>Alcohol Impaired Fatalities (BAC .08 or more) (FARS)</b>	229	218	220	205	170	*	246
<b>Speed Related Fatalities (FARS)</b>	234	189	213	218	174	*	216
<b>Motorcyclist Fatalities (FARS)</b>	108	78	98	84	92	*	113
<b>Unhelmeted Motorcyclist Fatalities (FARS)</b>	78	66	79	63	77	*	93
<b>Drivers Under age 21 Involved in Fatal Crashes (FARS)</b>	115	97	102	77	86	*	95
<b>Pedestrian Fatalities (FARS)</b>	32	62	43	65	58	*	44
<b>Statewide Seat Belt Use Rate (OK)</b>	84.2%	85.9%	85.9%	83.8%	83.6%	86.3%	85.7
<b>Grant Funded Enforcement Activity (based on FFY)</b>							
<b>Seat Belt Citations</b>	21,808	18,152	31,276	46,276	22,043	47,638	
<b>Impaired Driving Arrests</b>	4,407	2,948	3,971	3,570	3,781	3,939	
<b>Speeding Citations</b>	34,005	36,987	50,738	47,995	48,202	32,994	
*FARS data for CY2014 not yet available. **State injury data for CY2014 is not yet available.							

## Other Performance Measures

### Railroad Safety

*To reduce the number of persons killed or seriously injured at rail grade crossings by 20% from 13 in 2011 to 10 in 2014 (state data).*

Due to the relatively small number of such incidents, the train involved fatalities tend to fluctuate markedly (based on percentage) from year to year. Overall, the number of train involved fatalities has shown a small decrease trend since 2009, but spiked from 13 in 2011 to 18 in 2013, not meeting the target expectation.



### Traffic Records Improvements

*Target 1: Release a Request for Proposal for a new data integrated platform no later than December 31, 2013.*

*Target 2: Assign a working group to prepare a recommendation document by January 2014 for reviewing agency policies regarding public access to crash information.*

Target one was met. The Department of Public Safety did release a RFP by the end of the year for a new integrated platform and a vendor has been selected.

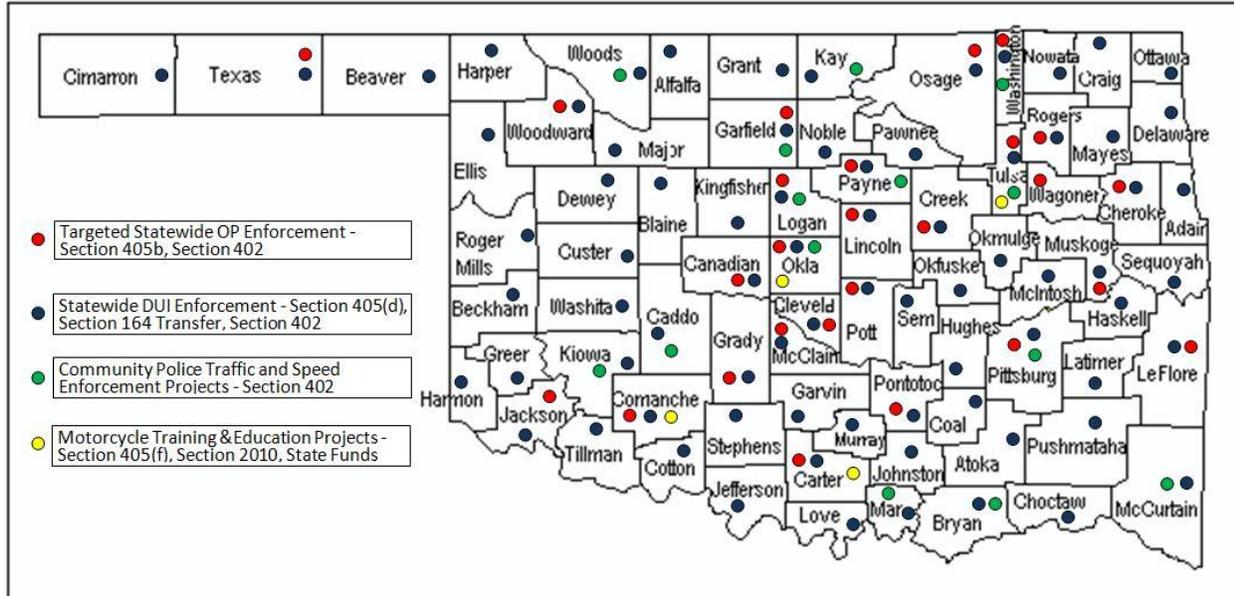
Target two is still in process. The Oklahoma Department of Transportation (ODOT) is assigned as lead on this task, and is in the process of compiling information with which to make a formal recommendation to the Traffic Records Council.

### 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.

## Enforcement Activity Statewide

Oklahoma Law Enforcement Agencies conducted grant funded enforcement activities in all 77 counties of the State during FFY2014. The map below indicates the types of activity conducted, both enforcement and non-enforcement, and the funding source utilized.



*A total of 49 law enforcement agencies received grants which included funding for overtime traffic enforcement activities - resulting in a total of 150,224 written violations issued, including 3,939 arrests for impaired driving offenses.*

Speed	32,994
OP	47,638
DUI	3,939
Others	65,653
<b>Total</b>	<b>150,224</b>

## ***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. Through the OHSO media contracts, billboards in downtown Oklahoma City displayed the “Stop the Texts, Stop the Wrecks” message during April (Distracted Driving Awareness Month), and radio PSAs created in-house at the OHSO were played on selected stations across the state. A press event was also held on April 11 at Metro Christian Academy in Tulsa in conjunction with a mock crash event conducted by GentXt (a Tulsa teen group working against texting while driving). Speakers at the event included representatives from Tulsa PD, OHP, St. John Hospital, AAA, and GentXt. ODOT also supported the distracted driving campaign during FY14, using their highway digital signs in September to display the anti-texting message.

### ***Safe Communities/Community Traffic Safety Programs***

There are currently five Safe Community/Traffic Safety Coalition groups in Oklahoma: Metro Area Traffic Safety Council (Oklahoma City), Safe Communities of Northeastern Oklahoma (Tulsa), Green Country Traffic Safety Coalition (Grove), Southern Oklahoma Traffic Safety Coalition (Durant), North Central Oklahoma Traffic Safety Coalition (Ponca City/Enid). These groups all meet regularly to discuss, promote and coordinate traffic safety efforts in their general areas. There was also a private Facebook group created as a tool to promote communication between the Safe Community groups.

Three advanced collision investigation training courses for law enforcement officers were held this year, hosted by various Safe Community groups. These trainings were conducted by the Institute of Police Technology and Management (IPTM). The courses held this year included: two “Traffic Crash Reconstruction” courses, held in Vinita and Norman, with 29 officers completing the course, and one “Bicycle/Pedestrian Crash Investigation” course held in Broken Arrow with 24 officers completing that course.

The OHSO initiated an effort to form a new group in southwest Oklahoma in the Anadarko area, using the Anadarko PD as the core unit; however, after several months it became apparent that the efforts needed to sustain these efforts were not available due to manpower shortages at the host agency and the greater distances between agencies in this extremely rural part of the state. This effort has been discontinued at this time, but we hope to redirect these efforts toward the Lawton area at some point in the future.

### ***Highway Safety Corridor projects***

The OHSO continued support of Highway Safety Corridor projects in Pottawatomie, Payne and Cherokee counties. These high crash rate areas were identified in cooperation with the Oklahoma Department of Transportation in 2012. The Safety Corridor project is designed to decrease crashes by focusing on impaired driving, speed violations, occupant protection laws and other safety issues. This is the third year for these corridors and an evaluation of their effectiveness will be conducted in FY15 to determine the extent of their success.

## *Other Notable Events*

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- OHSO hosted the annual *Project Directors Training Course* held at the Embassy Suites Hotel and Conference Center in Norman October 7-8, 2013, with about 100 representatives from grantee 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.
- OHSO staff members assisted in manning a booth with Safe Kids Oklahoma at the Bricktown Ballpark in July and August in partnership with the OKC Redhawks.
- OHSO staff member Renee Reuter and Oklahoma County Project Deputy Jim Abernathy manned a booth at the annual OG&E Safety Fair in Oklahoma City in May.
- The OHSO hosted the *Oklahoma Impaired Driving Prevention Summit* at the Embassy Suites Hotel and Conference Center in Norman April 21-22, 2014, with approximately 192 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.
- OHSO hosted the annual *Stakeholders Planning Meeting* at the Chickasaw Bricktown Ballpark Legends Lounge. This is the initial kickoff session to review the prior years' results and begin specific safety planning for the upcoming fiscal year.
- Program Managers Sam Harcrow (CPS coordinator) and Alice Collinsworth organized a CPS press event at the Bricktown Ballpark in September.
- Several staff members attended training conducted by TSI: Alice Collinsworth was reassigned from Communications Manager to Program Manager and attended Highway Safety Program Management; Holly Robison was reassigned from Program Manager to Communications Manager and attended Impaired Driving and Speed Program Management; and Don Longfellow, a new Program Manager hired in March, 2014 attended Managing NHTSA Grant Funds and Highway Safety Program Management.

## Impaired Driving Program Summary

*Target: To limit the projected increase in the number of fatalities involving drivers or motorcycle operators with .08+ BAC from 220 in 2011 to 246 in 2014.*

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, jurisprudence and prosecutorial training, treatment prevention options, and PI&E efforts.<sup>4</sup> 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. This council has continued to meet quarterly since its creation and presented its formal recommendations to the Governor on Feb 5, 2014.

In FY2014, OHSO partnered with 25 law enforcement agencies statewide, including the OHP, to conduct enforcement activities dedicated to impaired driving in every county in Oklahoma<sup>5</sup>. These overtime efforts resulted in 3,939 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.

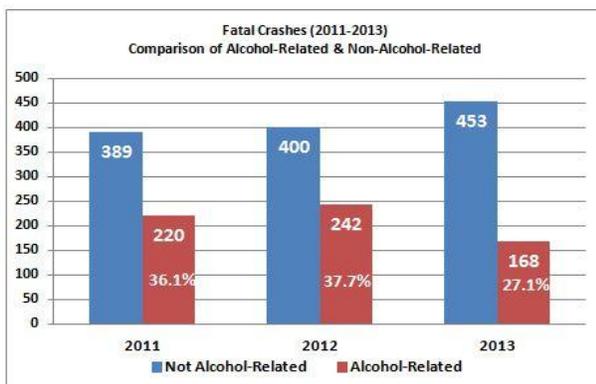
Using funding from several sources, including Section 402, Section 164 Transfer, and Section 405(d) Oklahoma has developed a statewide strategic plan to address this issue. This plan promotes sustained enforcement of impaired driving violations. The plan includes activities in enforcement, education, 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. *Fatalities involving vehicle operators having .08 or more BAC decreased by 22.7% from 2011 to 2013 (220 and 170, respectively).*

### Program Activities

#### **OHP STATEWIDE HIGH VISIBILITY IMPAIRED DRIVING ENFORCEMENT**

**K8-14-03-01-08**  
**M5HVE-14-03-03-08**  
**164AL-14-03-11-08**  
**M5IDC-14-07-01-00**  
**164AL-14-06-02-00**

#### **OHP IMPAIRED DRIVING COORDINATOR** **OHP PORTABLE BREATH TESTERS**



Utilizing all 13 field Troops, the OHP conducted sustained overtime impaired driving enforcement in all 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 the data for 2014 is not yet available, state data reflects a decrease in the number of alcohol-involved fatal crashes from 242 in 2012 to 168 in 2013<sup>6</sup>.*



<sup>4</sup> NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013

<sup>5</sup> See map on page 5

<sup>6</sup> Oklahoma Crash Facts 2013

The combination of increased 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. The PBTs purchased are used by enforcement team members. The first deployment took place over the July 4<sup>th</sup>, 2014 weekend, resulting in 175 DUI arrests (157 DUI alcohol and 18 DUI drugs).



**STATEWIDE IMPAIRED DRIVING MOBILE COMMAND CENTER**

**M5BAC-14-06-01-00**

In support of the statewide impaired driving enforcement teams, four (4) Chevrolet one-ton cargo vans were purchased, 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**

**164AL-14-03-04-087  
M2HVE-14-03-05-07**

The project funded a full-time deputy for impaired driving education and outreach. The Project Deputy conducted a total of 112 presentations during the year throughout the state, with 36 of those using the SIDNE vehicle (Simulated Impaired Driving Experience). The Rollover simulator was also frequently used by both the Project Deputy and the OHP Liaisons with the OHSO. The Alcohol Literacy Challenge part of the project description was not conducted. A second component of this project was salary and benefits for OCSO deputies to work overtime enforcement dedicated to impaired driving and occupant protection. There were 3,105 hours of OT worked for impaired driving enforcement resulting in 356 DUI arrests, and 3,208 hours worked for OP enforcement resulting in 6,407 seat belt violations issued.



**The SIDNE vehicle and trailer used by the Project Deputy with Oklahoma County SO**

**NORMAN PD DRE PROGRAM**

**M5TR-14-02-03-14**

**AL-14-02-01-14**

**M5TR-14-02-04-13**

**M5TR-14-05-01-01**

**OACP ARIDE TRAINING PROJECT  
CLEET IMPAIRED DRIVING TRAINING COORDINATOR**

Without proper training, the ability and effectiveness of the officer to recognize and detect impaired drivers is greatly compromised. 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. OACP conducted 23 ARIDE courses in which 326 law officers received training. The DRE course is a rigorous two-week course and provides extensive knowledge concerning drug impairment. There were two DRE certification courses conducted this year for 44 candidates, 35 of whom completed all requirements for certification. In addition to the certification courses, one DRE Instructor Course was held. The Instructor Course draws participants from several surrounding states in addition to Oklahoma participants. 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 maintains a statewide register and database to track SFST, ARIDE and DRE trained officers.



**TRAFFIC SAFETY RESOURCE PROSECUTOR  
STATE JUDICIAL EDUCATOR**

**M5TR-14-02-01-11**

**M5TR-14-02-02-03**

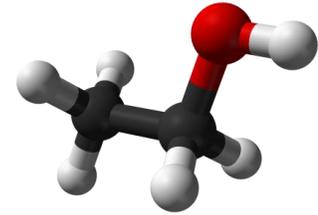


District Attorneys and Judges are a critical component of the impaired driving prevention process. The OHSO contracted with the Oklahoma District Attorneys Council and East Central University to provide these key personnel with up-to-date, state-of-the-art customized training. The DAC *Traffic Safety Resource Prosecutor* (TSRP) conducted 14 workshops, providing 51 hours of training to 469 personnel with various DA offices throughout the state. The TSRP also regularly publishes a newsletter to provide these personnel with up to date and useful information.

The *State Judicial Educator*, 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 this position previously held by the Honorable George Lindley (retired). Being new to this position, Judge Hubbard has been busy attending a variety of training courses and conferences to improve her knowledge and bring back information of use to judges in this state. Judge Hubbard has quickly developed an excellent relationship with the Administrative Office of the Courts (AOC), resulting in quick approval of the MJCLE credit hours (required training for judges). During FY14, 82 judges attended training provided by the SJE.

*The budget for the ECU State Judicial Educator project was increased from \$86,000 to \$105,055 due to increased salary/benefit costs for the SJE.*

“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.”<sup>7</sup> 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. 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.



By conducting additional training courses in field locations outside the Oklahoma City facility, the BOT increased its certification rate of Intoxilyzer 8000 operators by 40%, from 360 persons certified in 2013 to 619 in 2014. 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 average turnaround time for case analysis was decreased from 109 days to 39 days during this grant cycle.

**GOVERNOR’S IMPAIRED DRIVING PREVENTION ADVISORY COUNCIL**

**M5OT-14-07-01-01**



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 council appointees included members from a variety of governmental and non-profit agencies, including: Oklahoma Dept. of Mental Health Substance Abuse Services, Oklahoma ABLE Commission, Oklahoma Dept. of Corrections, Oklahoma Bureau of Narcotics and Dangerous Drugs, Oklahoma District Attorneys Council, Stop DUI Oklahoma, Oklahoma Highway Safety Office, 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, the Oklahoma Legislature and a District Court Judge.

There were four major areas in which recommendations have been made:

- 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.

<sup>7</sup> NHTSA Challenges and Defenses II, DOT HS 811707, March 2013

There were several projects funded as a direct result of GIDPAC recommendations with Section 405(d) funds<sup>8</sup>:

VIP of Oklahoma (M5OT-14-06-01-01)	Scope: To improve the tracking and reporting processes for persons attending VIPs in the State. Over 8,667 DUI offenders participated in the program this fiscal year.
Dept of Mental Health, Substance Abuse Services (M5OT-14-03-01-01) (M5IS-14-05-01-01) (M5TR-14-05-06-01)	Scope: To support DUI Task Forces in Oklahoma and Tulsa Counties, support expansion of the Alcohol EDU program in public school systems, and conduct an alcohol survey at sales sites within the State. Unfortunately, these projects were slow in getting started with no activity reported during FY14. They will commence in the FY15 project year.
Alcoholic Beverage Laws Enforcement (ABLE) Commission (M5BAC-14-05-02-01) M5TR-14-05-05-01)	Scope: Develop and increase training in and investigation of crashes involving alcohol use and minors under the age of 21. TRACE training (Target Responsibility for Alcohol Connected Emergencies) was provided to 112 law enforcement officers and three investigations were conducted by ABLE agents using grant funded overtime.

**OSU IMPAIRED DRIVING PROJECT**

**M5HVE-14-03-07-06**  
**M5TR-14-05-04-06**  
**PT-14-06-01-06**

**COMMUNITY IMPAIRED DRIVING ENFORCEMENT AND EDUCATION<sup>8</sup>**

As reflected on the map on page 12, there were enforcement grants provided to forty-nine (49) Oklahoma law enforcement agencies in FY2014. Of those 49, twenty-five (25) were specific to enhancement of impaired driving enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). *Such countermeasures have long been recognized as effective countermeasures to prevent DUI related crashes.*<sup>9</sup> With the exception of the OHP, all of these were local community projects.

The Oklahoma State University project funded a full-time Project Officer who was to devote 50% of his/her time to education and 50% of time to DUI enforcement. The Project Officer made 136 alcohol education presentations to more than 9,200 persons. The Project Officer made 14 DUI arrests during enforcement activity. The Project Officer noted that during enforcement hours he contacted a significantly greater number of vehicles using a “designated driver” than in previous years.

Other than OSU, the local community agencies included the following:

Bixby PD	Grove PD	Norman PD	Sand Springs PD	Tecumseh PD
Cherokee Co SO	Kay Co SO	Oklahoma City PD	Scenic Rivers Commission	Tulsa Co SO
Durant PD	Logan Co SO	Oklahoma Co SO	Shawnee PD	Tulsa PD
Edmond PD	Midwest City PD	Payne Co SO	Tahlequah PD	Washington Co SO

*The above agencies report a total of 1,932 arrests for impaired driving during grant funded overtime.*

*Additional funding was provided to the following local community agencies for impaired driving enforcement: Bixby PD (\$5,000), Calera PD (4,000), Kay Co SO (\$1,500), Tulsa Co SO (\$5,500).*

<sup>8</sup> See Pg 47 – FY2014 Funded Project Expenditures

<sup>9</sup> NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013

## **Motorcycle Safety Program Summary**

*Target: To limit the projected increase in the number of motorcyclist fatalities from 98 in 2011 to 113 in 2014.*

*Target: To limit the projected increase in the number of unhelmeted motorcyclist fatalities from 79 in 2011 to 98 in 2014.*

Based on Oklahoma statistics, the 2013 goals were met. Oklahoma has addressed the traffic problems associated with the increased number of motorcyclists on the highways by expanding training and education programs.<sup>10</sup> The Oklahoma Advisory Committee for Motorcycle Safety and Education approves the OHSO funded projects and other state programs and solicits input from its members and partners on motorcycle safety matters. We have not been, and do not expect to be in the foreseeable future, successful in getting a mandatory helmet law passed. In spite of this, there has been a reduction in the number of motorcyclist fatalities. Oklahoma statistics reflect there were 92 fatalities in 2013, meeting the 2013 target expectation. The OHSO also received an ADDY award for its motorcycle safety PSA (see the Media section for additional information).

### **Program Activities**

#### **EDMOND PD MOTORCYCLE SAFETY EDUCATION**

**MC-14-02-01-16**

Using the specially designed trailer and demonstration motorcycles purchased previously, the Edmond Police Department continued to promote motorcycle safety “Share the Road” message, making 24 presentations across the state, including the State’s two largest motorcycle exhibitions. With the addition of a Level 2 course, eight (8) Motorcycle Survival Courses were taught with 153 students participating.



#### **BROKEN ARROW MOTORCYCLE SAFETY EDUCATION TULSA MOTORCYCLE SAFETY EDUCATION**

**M9MT-14-02-02-14  
STMC-14-02-05-07**



The Broken Arrow and Tulsa Police Departments both instituted motorcycle safety programs in their respective cities (Broken Arrow is a suburb southeast of Tulsa). Using the same Motorcycle Survival Course curriculum as the Edmond program, these agencies conducted nine training classes. In addition, the Broken Arrow program traveled to Branson, MO to participate in a national motorcycle training and education event.

<sup>10</sup> See Pg 47 – FY2014 Funded Project Expenditures

**NATIONAL GUARD MOTORCYCLE SAFETY TRAINING**

**MC-14-05-01-04**

With funding from the OHSO, the Oklahoma National Guard conducted a motorcycle safety event for soldiers and non-soldiers. Incentives were provided to those attending the event in the form of personal protective equipment, such as helmets, gloves and reflective vests.

**GREAT PLAINS TECHNOLOGY CENTER TRAINING**

**STMC-14-02-02-03**

**SOUTHERN OK TECHNOLOGY CENTER MOTORCYCLE SAFETY EDUCATION**

**STMC-14-02-04-02**

**OSU-OKLAHOMA CITY TRAINING PROGRAM**

**STMC-14-02-03-03**

These programs offered a combination of MSF approved motorcycle training and education courses, including BRC, BRC2, Advanced Rider Course, and R2R courses. A total of 117 courses were conducted with 349 participants. This total also included six (6) “3WBRC” (three wheel basic rider course) courses taught by OSU-OKC. They are the only location in the state that offers 3-wheel training.

**DPS MOTORCYCLE EDUCATION QUALITY ASSURANCE PROGRAM**

**M9MT-14-05-01-02**

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. The position conducted 66 monitoring visits during the year.

**Traffic Safety Surveys**

Through agreements with our partners, the OHSO conducted several statewide traffic safety surveys in 2014:

- Seat Belt Use Survey (M2OP-14-05-01-00)
- Child Restraint Use Survey (M2OP-14-05-01-00)
- Pickup Truck Seat Belt Usage Survey (M2OP-14-05-01-00)
- Motorcycle Helmet Use Survey (STMC-14-05-01-00)
- NHTSA Attitude & Awareness Survey (Jordan-paid media)

**Occupant Protection Program Summary**

*Target: To reduce the number of unrestrained occupant fatalities (all seating positions) from 287 in 2011 to 268 in 2014.*

*Target: To increase the statewide seat belt use rate from 83.8% in 2012 to 85.7% in 2014.*

The Oklahoma 2014 Observational Seat Belt Survey has been completed and certification submitted. The 2014 survey reflected that the overall restraint use rate in Oklahoma has risen to 86.3% seat belt use and 89.9% child restraint use. This is the highest seat belt use rate reported since the inception of the surveys in 1991. We feel this is due to a significant effort to expand our OP enforcement and education efforts, using Section 402 and Section 405(b) funds as well as state funding. Oklahoma has created 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.<sup>11</sup> We believe that the

<sup>11</sup> See Pg 47 – FY2014 Funded Project Expenditures

increased enforcement efforts, coupled with public information events, contributed significantly to the increased observed seat belt use rate.

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 287 in 2011 to 248 in 2013, exceeding the 2013 target of 265.

### ***Program Activities***

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

***M2HVE-14-03-06-08***  
***M2HVE-14-07-01-00***

Under the direction of an OHP Statewide OP 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. In Troop D, all troop OP overtime was directed to LeFlore County, with the result being the seat belt use rate for that county going from one of the lowest in the 2013 survey (74.7%) to one of the highest in the 2014 survey (89.8%). This fact in and of itself shows that sustained enforcement is an effective countermeasure to address a low restraint rate. NHTSA studies have also supported this measure.<sup>12</sup> The Statewide Coordinator also promoted seat belt enforcement efforts with local law enforcement agencies.



***SAFE KIDS OKLAHOMA, INC***

***M2TR-14-02-04-16***  
***M2CPS-14-02-01-16***  
***MXCSS-14-02-01-16***  
***STCPS-14-02-02-00***

***ST. FRANCIS HOSPITAL, TULSA AREA SAFE KIDS***

***M2TR-14-02-05-14***  
***M2CPS-14-02-02-14***  
***M2CSS-14-02-02-14***



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

this year include:

- Checked 4,050 child seats for correct installation and use
- Distributed 2,822 car seats for needy families
- Sponsored 158 community car seat checkup events
- Conducted 106 community child seat workshops with 1,240 persons attending
- Conducted 14 technician certification/recertification courses

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

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<sup>12</sup> NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013

Course”. This was the first time this NHTSA approved course has been conducted in Oklahoma. While there was some hesitation by agencies in participation, approximately one third of the attendees showed interest in or have already completed CPS Technician training.

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

**COMMUNITY OCCUPANT PROTECTION ENFORCEMENT AND EDUCATION<sup>13</sup>**

As reflected on the map on page 16, there were enforcement grants provided to forty-nine (49) Oklahoma law enforcement agencies in FY2014. Of those 49, sixteen (16) were specific to enhancement of occupant protection enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). *Such countermeasures have long been recognized as effective countermeasures to increase seat belt use and reduce crash injury rates.*<sup>14</sup> With the exception of the OHP, all of these were local community projects. The local agencies included the following:

Ada PD	Catoosa PD	Lawton PD	Norman PD	Purcell PD
Bethany PD	Creek Co SO	Lincoln Co SO	Osage Co SO	Sapulpa PD
Canadian Co SO	Guthrie PD	Midwest City PD	Pottawatomie Co SO	Tulsa PD
		Tuttle PD		

The above agencies report a total of 13,866 violation notices for seat belt/child restraint were issued during grant funded overtime.

Additional funding was provided to the following agencies for OP enforcement: Catoosa PD (\$3,000), Edmond PD (\$4,000), Enid PD (\$3,384), Norman PD (\$17,000), Oklahoma City PD (\$12,000), Oklahoma Co SO (\$9,376), Tecumseh PD (\$4,000).

**Participation in Nationwide Mobilizations**



Oklahoma participated in both 2014 national mobilizations - *Click It or Ticket* and *Drive Sober or Get Pulled Over*. The OHSO website has a Mobilization Reporting System built into the site which allows agencies to submit enforcement activity electronically for each mobilization. For several years Oklahoma has employed Law Enforcement 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.



The OHSO took part in *Click It or Ticket* press events in Atoka, Oklahoma City, Tulsa, and Claremore, as well as a multi-state event held in Waskom, Texas. In August, the OHSO kicked off the Labor Day *Drive Sober or Get Pulled Over* campaign with press events held in Quapaw, Tulsa, Caddo, and Oklahoma City. Safe Communities groups and/or Traffic Safety Coalitions in these areas organized and hosted the events.

The results of the 2014 mobilization enforcement efforts are summarized in the following table:

<b>Mobilization</b>	<b>Reporting Agencies</b>	<b>Impaired Driving</b>	<b>Occupant Protection</b>	<b>Speed</b>	<b>Other</b>
<i>Click It or Ticket</i>	215	628	7,877	6,862	11,041
<i>Drive Sober or Get Pulled Over</i>	198	838	6,816	9,924	48,206

<sup>13</sup> See Pg 47 – FY2014 Funded Project Expenditures

<sup>14</sup> NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013

## Bicycle/Pedestrian Safety Program Summary

*Target: To limit a projected increase pedestrian fatalities from 43 in 2011 to 44 in 2014.*

The OHSO continued to support pedestrian/bicycle safety programs across the state and distributed bike safety brochures to schools, bicyclist events, and other events. The OHSO did not receive any applications specifically related to bicycle/pedestrian safety this year. However, in response to the data indicating an increase in pedestrian fatalities, the OHSO will continue to seek partnerships to address this trend. A prior year application submitted to NHTSA, in cooperation with the Indian Nations Council of Governments (INCOG) for special funding to develop and promote pedestrian safety initiatives in the Tulsa area was not accepted for funding by NHTSA. Oklahoma data reflects there were 61 pedestrian fatalities and 13 bicyclist fatalities in 2013.



## Police Traffic Services/Speed Abatement Program Summary

*FY2014 PRIMARY GOAL: To prevent an expected 6% increase in traffic fatalities and decrease the number of serious injuries by 4%.*

The primary goal of police traffic services projects is to decrease the number of 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.

### Program Activities

#### **OHP REGIONAL LEL PROJECT**

**PT-14-05-02-07**  
**164AL-14-05-03-07**

Five OHP Troopers were employed as designated Law Enforcement Liaisons (LEL) to promote traffic safety efforts statewide at the county and city level by working closely with Sheriff's Offices, city and town Police Departments, and Tribal law enforcement agencies. Throughout the course of the year, these LELs devoted over 7,800 hours toward this effort, making 3,958 contacts with those agencies. In addition, they conducted or directed 496 traffic safety events or training courses, including 9 TOPs seatbelt courses and 17 SFST or SFST Refresher courses.



#### **OACP LAW ENFORCEMENT CHALLENGE**

**PT**

The Oklahoma Association of Chiefs of Police (OACP), through a part-time designated Project Coordinator, began development and marketing of a statewide Law Enforcement Challenge (Chief's Challenge) to encourage Oklahoma Law Enforcement Agencies to promote traffic safety efforts in their jurisdictions. This program is designed to be similar to the National Law Enforcement Challenge Program. The Project Coordinator developed the program rules, guidelines, applications and other supporting documentation necessary and visited 156 law enforcement agencies to promote the project. The first recognition awards will be given at the 2015 OACP annual meeting.

#### **OHP CRASH TEAM INVESTIGATION PROJECT**

**PT-14-05-01-03**

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. During the FY14 project year, the teams conducted 126 investigations and assisted 31 other law enforcement agencies, utilizing the funded equipment.

**COMMUNITY TRAFFIC ENFORCEMENT PROJECTS**



There were fifteen (15) general traffic enforcement projects funded this year to support local community efforts, with two of those being dedicated specifically to speed abatement (Calera PD and Madill PD).<sup>15</sup> 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 Perkins PD speed project was provided a speed trailer equipped with data recorder to be used as an aid in their targeted traffic safety efforts in support of the Payne

County Safety Corridor, but did not include funded enforcement activity. As mentioned previously, the OHSO also employs five (5) Law Enforcement Liaisons with the OHP to work with all local agencies in their traffic safety efforts. The local agencies receiving PTS grants this year include the following:

Alva PD	Calera PD	Idabel PD	McAlester PD	Ponca City PD
Anadarko PD	Choctaw PD	Kiowa Co SO	Owasso PD	Skiatook PD
Broken Arrow PD	Enid PD	Madill PD	Perkins PD	Warr Acres PD

The above agencies report a total of 24,842 traffic violation notices issued, of which 11,467 were speed related, 3,871 were for seat belt/child restraint violations, and 130 were impaired driving arrests.

Additional funding was provided to Idabel PD (\$2,500) for general traffic enforcement.

**Statewide Data Systems/Traffic Records Program Summary**

*Target 1: Release a Request for Proposal for a new data integrated platform no later than December 31, 2013.*

*Target 2: Assign a working group to prepare a recommendation document by January 2014 for reviewing agency policies regarding public access to crash information.*

As reported in Performance Measures section, Target 1 was met while target 2 is still pending. Using Section 405(c) funding, the OHSO supported several projects for continued development of an e-Citation system for the OHP and the Administrative Office of the Courts, as well as continued development of crash data reporting systems.

**Program Activities**

**OU SOFTWARE DEVELOPMENT & INTEGRATION**

**M3DA-14-06-02-08  
K9-14-06-01-08**

<sup>15</sup> See Pg 47 – FY2014 Funded Project Expenditures

Utilizing the expertise of the University of Oklahoma College of Electrical and Computer Engineering, this project continued to expand the PARIS (Police Automated Records Import 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, PARIS had been deployed to the OHP with beta-test versions created for previous TraCS agencies Woodward PD and Oklahoma County SO, as well as Oklahoma City PD and Tulsa PD.

*The budget for the OU Software Development and integration project was increased from \$100,000 to \$238,000 to accommodate additional requests related to this project ,as approved by the TRCC.*

***OU SAFE-T PROJECT***

***M3DA-14-06-03-11***

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. Several features were developed, 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 (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).

*The budget for the OU SAFE-T project was increased from \$66,000 to \$174,000 to accommodate additional requests related to this project, as approved by the TRCC.*

***DPS TRACS/TRAFFIC RECORDS SUPPORT***

***K9-14-05-01-07***

This project provided technical support and maintenance for the OHP PARIS system. During the project year, all OHP mobile platforms were migrated from the TraCS system to the PARIS system.

***DPS ENFORCEMENT PLANNER***

***M3DA-14-05-02-01***

This project, which commenced May 1, 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 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.

***UCO DATA ANALYSIS***

***TR-14-05-03-00***

The University of Central Oklahoma School of Mathematics assisted the OHSO in analyzing various forms of data and producing reports to assist the State in establishing its statewide collision reduction targets.

***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 2013 data is currently available on the FARS website.

## ***Railroad Safety Program Summary***

*To reduce the number of persons killed or seriously injured at rail grade crossings by 20% from 13 in 2011 to 10 in 2014 (state data).*

Due to the relatively small number of such incidents, the train involved fatalities tend to fluctuate markedly (based on percentage) from year to year. Overall, the number of train involved fatalities has shown a small decrease trend since 2009, but spiked from 13 in 2011 to 18 in 2013, not meeting the target expectation.

### ***Program Activities***

#### ***OPERATION LIFESAVER RAILROAD SAFETY PROJECT***

***RH-14-02-01-10***

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.



During FY2014, OKOL trained 8 new Presenters and re-certified 21 existing presenters as required by the national organization. OKOL presenters, who are all unpaid volunteers, made 329 rail grade crossing safety presentations throughout the year to a variety of groups, including driver education classes, professional truck driving associations, civic groups, law enforcement agencies, and others. There were 6,200 public service announcements aired on radio stations in Oklahoma throughout the year.

## ***Driver Education Program Summary***

As referenced in Core Performance Measure C-9, Oklahoma appears to be on target for meeting the 2014 target projection, with a 15% decrease from 2011 to 2013 (102 and 86, respectively). Based on state data, Oklahoma had 89 drivers under age 21 involved in fatal crashes in 2013. The strategies were to increase the number of approved 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"***

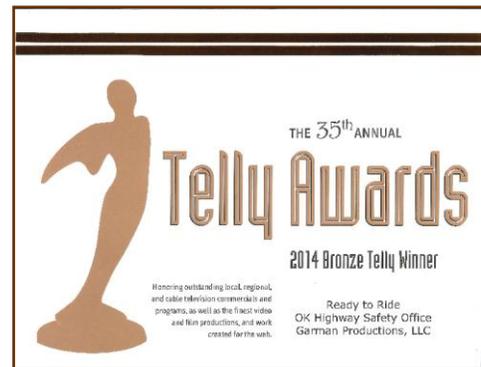
***DE-14-02-01-04***

This grant with the Oklahoma Safety Council (OSC) provides funding for instructor training and teaching as well as promotion for the nationally recognized Alive at 25 driver education course. The goal of this project was to reduce the percentage of KAB crashes in Oklahoma involving young drivers, age 15-25, by 2% each year, from 42.1% in 2012 to 38.1% in 2014. This goal for 2013 was met, as there was a decrease of 3.2% , from 30,193 in 2012 to 29,227 in 2013. The OSC has recognized the need for more driver education in the rural communities. The Elgin, Oklahoma area has been a problem in Comanche County for several years, typically having one or two traffic fatalities each year involving high school students. So far in 2014, since introduction of this course, no student traffic fatalities have been reported. Overall, there were 38 Alive at 25 courses taught to 115 participants and 16 instructors trained.

This three-year project 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. The program is meeting its goal. There were 388 audits completed in 2014. The audits are identifying discrepancies in the implementation of the Driver Education Courses and identifying Designated Examiner areas that need improvement. The type of audits being conducted vary in type and scope. When discrepancies are identified, the level of countermeasures depend on the severity and scope of the discrepancy and may run from verbal notification to suspension of certification.

### ***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.<sup>16</sup> The OHSO received a 2014 Bronze Telly Award in commercial production for its motorcycle safety PSA titled “Ready to Ride,” produced by Garman Productions, LLC.



### ***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.<sup>17 18</sup> Jordan Advertising was selected as the media company for the OHSO for 2014 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**

Sporting venues in Oklahoma draw large numbers of attendees and attract considerable media attention. The OHSO, through a variety of sports marketing providers and venues, provided a year-round integrated marketing and communications campaign to supplement other countermeasure efforts in the areas of impaired driving, occupant protection and motorcycle safety. These included regular PSAs and signage at several major sports venues, such as the University of Oklahoma, Oklahoma State University, University of Tulsa, and the OKC Redhawks (minor league baseball franchise).

#### **SOCIAL MEDIA**

<sup>16</sup> See Pg 47 – FY2014 Funded Project Expenditures

<sup>17</sup> NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013

<sup>18</sup> NHTSA Guidance for States Using Section 402 Funds for Purchasing Advertising for Highway Safety Messages, Rev 2006

The OHSO Communications Manager is responsible for maintaining the OHSO Facebook and Twitter accounts as well as a YouTube channel. These are updated periodically as needed to support the OHSO overall media plan promoting highway safety messages and information. The activity on the OHSO Facebook page reported 7,890 Post Reach, 292 Clicks and 149 Likes.

***OHSO WEBSITE***

The OHSO, through the State’s internet provider OK.gov, maintains two websites. The OHSO website at [www.ohso.ok.gov](http://www.ohso.ok.gov) is regularly updated with current traffic safety information, while the OKIEMOTO website [www.ok.gov/okiemoto](http://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.

***Equipment Purchased***

The following equipment items were purchased and placed on inventory in FY2014, in accordance with applicable State and Federal regulations:

<b>Type of Equipment</b>	<b>Quantity</b>
Alco-Sensor flashlight	5
Intoxilyzer	40
Desktop Computer w/ monitor	6
Laptop Computer	9
Computer Monitor	1
Computer Projector	4
Trailer Awning	1

<b>Type of Equipment</b>	<b>Quantity</b>
Police Radar	40
Lidar radar	1
In-car video camera	7
Cargo Van	4
Motorcycle	2
Speed Monitoring Trailer	2

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## FY2014 FINANCIAL INFORMATION

### Obligations and Expenditures by Project Area Group

<i>Project Area Grouping</i>	<i>Approved Obligated</i>	<i>Total Expenditure</i>
AL	684,575.72	478,046.78
410 Funds	151,063.56	151,063.56
405D Funds	4,415,084.73	2,226,586.46
<b><i>Alcohol Related Projects</i></b>	<b><u>\$ 5,250,724.01</u></b>	<b><u>\$ 2,855,696.80</u></b>
MC	110,519.01	56,282.22
2010 Funds	117,072.51	0.00
405F Funds	138,795.23	94,741.34
<b><i>Motorcycle Related Projects</i></b>	<b><u>\$ 366,386.75</u></b>	<b><u>\$ 151,023.56</u></b>
OP	706,027.12	576,920.34
PM	144,664.00	66,862.36
405B Funds	1,846,070.92	999,665.93
164 Transfer Funds	1,997,405.00	997,365.35
<b><i>Occ. Protect Related Projects</i></b>	<b><u>\$ 4,694,167.04</u></b>	<b><u>\$ 2,640,813.98</u></b>
<b><i>PA</i></b>	<b><u>\$ 302,833.88</u></b>	<b><u>\$ 302,833.88</u></b>
PT	1,325,935.19	1,054,606.18
SE	62,148.00	57,992.95
CE Funds	105,000.00	10,839.90
<b><i>Police Traffic Related Projects</i></b>	<b><u>\$ 1,493,083.19</u></b>	<b><u>\$ 1,123,439.03</u></b>
TR	509,299.51	145,060.68
408 Funds	324,490.09	324,490.09
405C Funds	1,597,258.21	327,643.69
FARS	87,655.04	68,844.37
<b><i>Traffic Records Related Projects</i></b>	<b><u>\$ 2,518,702.85</u></b>	<b><u>\$ 866,038.83</u></b>
<b><i>DE Related Projects</i></b>	<b><u>\$ 258,837.14</u></b>	<b><u>\$ 115,177.08</u></b>
<b><i>RH Related Projects</i></b>	<b><u>\$ 37,500.00</u></b>	<b><u>\$ 36,937.01</u></b>
<b><i>TOTAL OF ALL FUNDS</i></b>	<b><u><u>\$ 14,922,234.86</u></u></b>	<b><u><u>\$ 8,091,960.18</u></u></b>

<b>FY 2014 FINANCIAL INFORMATION</b>				
<b>Project Area</b>	<b>Approved Obligated</b>	<b>Total Expenditure</b>	<b>Expenditure vs. Obligated</b>	<b>Expenditure vs. Total Expenditures</b>
PA	302,833.88	302,833.88	100%	4%
AL	684,575.72	478,046.78	70%	6%
DE	258,837.14	115,177.08	44%	1%
MC	110,519.01	56,282.22	51%	1%
OP	706,027.12	576,920.34	82%	7%
PM	144,664.00	66,862.36	46%	1%
PT	1,325,935.19	1,054,606.18	80%	13%
RH	37,500.00	36,937.01	98%	0%
SE	62,148.00	57,992.95	93%	1%
TR	509,299.51	145,060.68	28%	2%
<b>402 FUNDS</b>	<b>4,142,339.57</b>	<b>2,890,719.48</b>	<b>70%</b>	<b>36%</b>
408 FUNDS	324,490.09	324,490.09	100%	4%
410 FUNDS	151,063.56	151,063.56	100%	2%
2010 FUNDS	117,072.51	0.00	0%	0%
<b>TOTAL SAFETEA-LU FUNDS</b>	<b>592,626.16</b>	<b>475,553.65</b>	<b>80%</b>	<b>9%</b>
<b>164 TRANSFER FUNDS</b>	<b>1,997,405.00</b>	<b>997,365.35</b>	<b>50%</b>	<b>12%</b>
405B FUNDS	1,846,070.92	999,665.93	54%	12%
405C FUNDS	1,597,258.21	327,643.69	21%	4%
405D FUNDS	4,415,084.73	2,226,586.46	50%	28%
405F FUNDS	138,795.23	94,741.34	68%	1%
<b>TOTAL MAP 21 FUNDS</b>	<b>7,997,209.09</b>	<b>3,648,637.42</b>	<b>46%</b>	<b>45%</b>
FARS <sup>1</sup>	87,655.04	68,844.37	79%	1%
CE Grant <sup>2</sup>	105,000.00	10,839.90	10%	0%
<b>TOTAL OF ALL FUNDS</b>	<b>14,922,234.86</b>	<b>8,091,960.18</b>	<b>54%</b>	<b>100%</b>

1. FARS is a multiple year Cooperative Agreement; the obligated amount is based on agreement modifications received during FY 2014. The expenditures are actual expenditures during the fiscal year, from October 1, 2013 through September 30, 2014.

2. Combined Unrestrained and Impaired Driving Grant is a multiple year Cooperative Agreement; the obligated amount is based on the agreement. The expenditures are actual expenditures during the fiscal year, from October 1, 2013 through September 30, 2014.

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

VOU Match Review  
2014 - FINAL  
For Approval

Report Date: 12/30/2014

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)
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2014-07-01-00		\$302,833.88 50%	\$302,833.88		\$0.00 0%	\$302,833.88 50%	\$302,833.88 100%
	<b>Planning and Administration Total</b>		<b>\$302,833.88 50%</b>	<b>\$302,833.88</b>		<b>\$0.00 0%</b>	<b>\$302,833.88 50%</b>	<b>\$302,833.88 100%</b>
<b>Alcohol</b>								
	AL-2014-03-03-16		\$0.00 0%	\$26,665.13		\$26,665.13 100%		
	AL-2014-03-04-06		\$0.00 0%	\$7,615.08		\$7,615.08 100%		
	AL-2014-03-05-03		\$0.00 0%	\$15,300.00		\$15,300.00 100%		
	AL-2014-03-06-05		\$0.00 0%	\$39,895.15		\$39,895.15 100%		
	AL-2014-03-07-11		\$0.00 0%	\$14,506.96		\$14,506.96 100%		
	AL-2014-03-09-11		\$0.00 0%	\$46,626.19		\$46,626.19 100%		
	AL-2014-03-10-12		\$0.00 0%	\$9,288.30		\$9,288.30 100%		
	AL-2014-03-11-07		\$0.00 0%	\$25,971.93		\$25,971.93 100%		
	AL-2014-03-12-05		\$0.00 0%	\$11,942.53		\$11,942.53 100%		
	AL-2014-07-01-00		\$0.00 0%	\$185,685.96		\$0.00 0%		
	AL-2014-03-02-11		\$0.00 0%	\$43,352.86		\$43,352.86 100%		

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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)
	AL-2014-02-01-14		\$ .00 0%	\$15,473.38		\$15,473.38 100%		
	AL-2014-03-01-13		\$ .00 0%	\$35,723.31		\$35,723.31 100%		
	<b>Alcohol Total</b>		<b>\$ .00 0%</b>	<b>\$478,046.78</b>		<b>\$292,360.82 61%</b>		
<b>Motorcycle Safety</b>								
	MC-2014-02-01-16		\$ .00 0%	\$37,878.43		\$37,878.43 100%		
	MC-2014-07-02-00		\$61,781.60 100%	\$ .00		\$ .00 0%		
	MC-2014-05-01-04		\$ .00 0%	\$4,792.47		\$ .00 0%		
	MC-2014-07-01-00		\$ .00 0%	\$13,611.32		\$ .00 0%		
	<b>Motorcycle Safety Total</b>		<b>\$61,781.60 52%</b>	<b>\$56,282.22</b>		<b>\$37,878.43 67%</b>		
<b>Occupant Protection</b>								
	OP-2014-03-01-06		\$ .00 0%	\$19,824.89		\$19,824.89 100%		
	OP-2014-03-04-03		\$ .00 0%	\$17,720.00		\$17,720.00 100%		
	OP-2014-03-05-16		\$ .00 0%	\$36,096.74		\$36,096.74 100%		
	OP-2014-03-06-10		\$ .00 0%	\$23,244.02		\$23,244.02 100%		
	OP-2014-03-07-01		\$ .00 0%	\$5,126.99		\$5,126.99 100%		
	OP-2014-03-08-11		\$ .00 0%	\$27,000.00		\$27,000.00 100%		
	OP-2014-03-09-10		\$ .00 0%	\$104,922.86		\$104,922.86 100%		

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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)
				\$0.00		\$3,229.50		
	OP-2014-03-10-01		0%	\$3,229.50		100%		
				\$0.00		\$16,870.66		
	OP-2014-03-11-10		0%	\$16,870.66		100%		
				\$0.00		\$9,282.96		
	OP-2014-03-12-08		0%	\$9,282.96		100%		
				\$0.00		\$7,845.39		
	OP-2014-03-13-02		0%	\$7,845.39		100%		
				\$0.00		\$25,676.93		
	OP-2014-03-15-11		0%	\$25,676.93		100%		
				\$0.00		\$60,605.37		
	OP-2014-03-16-07		0%	\$60,605.37		100%		
				\$0.00		\$20,356.69		
	OP-2014-03-17-11		0%	\$20,356.69		100%		
				\$0.00		\$3,999.21		
	OP-2014-03-18-04		0%	\$3,999.21		100%		
				\$0.00		\$16,011.86		
	OP-2014-03-19-06		0%	\$16,011.86		100%		
				\$0.00		\$0.00		
	OP-2014-04-01-00		0%	\$6,154.90		0%		
				\$0.00		\$0.00		
	OP-2014-07-01-00		0%	\$134,164.85		0%		
				\$5,951.75		\$0.00		
	OP-2014-07-02-00		100%	\$0.00		0%		
				\$0.00		\$11,852.49		
	OP-2014-03-02-04		0%	\$11,852.49		100%		
				\$0.00		\$26,934.03		
	OP-2014-03-03-03		0%	\$26,934.03		100%		
				\$5,951.75		\$436,600.59		
	<b>Occupant Protection Total</b>		<b>1%</b>	<b>\$576,920.34</b>		<b>76%</b>		
	<b>Police Traffic Services</b>							
				\$0.00		\$0.00		
	PT-2014-05-02-07		0%	\$393,493.37		0%		

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			\$0.00			\$0.00		
	PT-2014-05-02-13		0%	\$44,623.82		0%		
			\$0.00			\$0.00		
	PT-2014-05-03-10		0%	\$42,483.00		0%		
			\$0.00			\$0.00		
	PT-2014-06-01-06		0%	\$1,408.96		0%		
			\$0.00			\$0.00		
	PT-2014-07-01-00		0%	\$146,690.75		0%		
			\$352,112.64			\$0.00		
	PT-2014-07-02-00		100%	\$0.00		0%		
			\$0.00			\$14,001.99		
	PT-2014-03-01-01		0%	\$14,001.99		100%		
			\$0.00			\$5,695.37		
	PT-2014-03-02-01		0%	\$5,695.37		100%		
			\$0.00			\$12,985.43		
	PT-2014-03-03-13		0%	\$12,985.43		100%		
			\$0.00			\$48,620.57		
	PT-2014-03-04-14		0%	\$48,620.57		100%		
			\$0.00			\$8,777.26		
	PT-2014-03-05-03		0%	\$8,777.26		100%		
			\$0.00			\$58,152.00		
	PT-2014-03-06-10		0%	\$58,152.00		100%		
			\$0.00			\$14,262.00		
	PT-2014-03-07-01		0%	\$14,262.00		100%		
			\$0.00			\$12,475.45		
	PT-2014-03-08-04		0%	\$12,475.45		100%		
			\$0.00			\$27,685.06		
	PT-2014-03-09-06		0%	\$27,685.06		100%		
			\$0.00			\$15,500.00		
	PT-2014-03-10-06		0%	\$15,500.00		100%		
			\$0.00			\$59,794.39		
	PT-2014-03-11-09		0%	\$59,794.39		100%		

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				\$0.00		\$33,823.66		
	PT-2014-03-12-07		0%	\$33,823.66		100%		
				\$0.00		\$1,714.02		
	PT-2014-03-13-13		0%	\$1,714.02		100%		
				\$0.00		\$16,916.93		
	PT-2014-03-14-05		0%	\$16,916.93		100%		
				\$0.00		\$2,000.00		
	PT-2014-03-15-07		0%	\$2,000.00		100%		
				\$0.00		\$13,587.41		
	PT-2014-03-16-04		0%	\$13,587.41		100%		
				\$0.00		\$7,538.81		
	PT-2014-03-17-11		0%	\$7,538.81		100%		
				\$0.00		\$15,500.00		
	PT-2014-03-18-05		0%	\$15,500.00		100%		
				\$0.00		\$44,397.13		
	PT-2014-03-99-00		0%	\$44,397.13		100%		
				\$0.00		\$0.00		
	PT-2014-04-01-00		0%	\$2,478.80		0%		
				\$0.00		\$0.00		
	PT-2014-05-01-03		0%	\$10,000.00		0%		
				<b>\$352,112.64</b>		<b>\$413,427.48</b>		
	<b>Police Traffic Services Total</b>		<b>25%</b>	<b>\$1,054,606.18</b>		<b>39%</b>		
<b>Traffic Records</b>								
				\$0.00		\$0.00		
	TR-2014-05-02-00		0%	\$11,250.00		0%		
				\$0.00		\$0.00		
	TR-2014-05-03-00		0%	\$14,835.20		0%		
				\$0.00		\$0.00		
	TR-2014-07-01-00		0%	\$118,975.48		0%		
				<b>\$0.00</b>		<b>\$0.00</b>		
	<b>Traffic Records Total</b>		<b>0%</b>	<b>\$145,060.68</b>		<b>0%</b>		

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State of Oklahoma

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2014 - FINAL  
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<b>Program Area</b>	<b>Project</b>	<b>Obligation Limitation (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
<b>Driver Education</b>								
	DE-2014-02-01-04		\$ .00 0%	\$18,057.28		\$ .00 0%		
	DE-2014-05-01-02		\$ .00 0%	\$97,119.80		\$ .00 0%		
	<b>Driver Education Total</b>		<b>\$ .00 0%</b>	<b>\$115,177.08</b>		<b>\$ .00 0%</b>		
<b>Railroad/Highway Crossings</b>								
	RH-2014-02-01-10		\$ .00 0%	\$36,937.01		\$ .00 0%		
	<b>Railroad/Highway Crossings Total</b>		<b>\$ .00 0%</b>	<b>\$36,937.01</b>		<b>\$ .00 0%</b>		
<b>Speed Enforcement</b>								
	SE-2014-03-03-01		\$ .00 0%	\$8,333.00		\$8,333.00 100%		
	SE-2014-03-02-06		\$ .00 0%	\$29,665.10		\$29,665.10 100%		
	SE-2014-03-01-06		\$ .00 0%	\$19,994.85		\$19,994.85 100%		
	<b>Speed Enforcement Total</b>		<b>\$ .00 0%</b>	<b>\$57,992.95</b>		<b>\$57,992.95 100%</b>		
<b>Paid Advertising</b>								
	PM-2014-02-01-03		\$ .00 0%	\$66,862.36		\$ .00 0%		
	<b>Paid Advertising Total</b>		<b>\$ .00 0%</b>	<b>\$66,862.36</b>		<b>\$ .00 0%</b>		
	<b>NHTSA 402 Total</b>	<b>\$3,445,133.93</b>	<b>\$722,679.87 20%</b>	<b>\$2,193,513.84</b>	<b>\$697,205.64</b>	<b>\$1,238,260.27 43%</b>	<b>\$302,833.88 50%</b>	<b>\$302,833.88 10%</b>

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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)
<b>408 Data Program SAFETEA-LU</b>								
	K9-2014-05-03-00		\$0.00 0%	\$149,011.93		\$0.00 0%		
	K9-2014-07-02-00		\$81,122.52 100%	\$0.00		\$0.00 0%		
	K9-2014-05-01-07		\$0.00 0%	\$122,896.85		\$0.00 0%		
	K9-2014-07-01-00		\$0.00 0%	\$4,995.00		\$0.00 0%		
	K9-2014-06-01-08		\$0.00 0%	\$47,586.31		\$0.00 0%		
	<b>408 Data Program Incentive Total</b>		<b>\$81,122.52 20%</b>	<b>\$324,490.09</b>		<b>\$0.00 0%</b>		
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$81,122.52 20%</b>	<b>\$0.00</b>	<b>\$324,490.09</b>	<b>\$0.00 0%</b>		
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2014-07-01-00		\$0.00 0%	\$81,461.03		\$0.00 0%		
	K8-2014-03-01-08		\$0.00 0%	\$21,600.35		\$0.00 0%		
	K8-2014-00-00-00		\$0.00 0%	\$45,571.18		\$0.00 0%		
	K8-2014-07-02-00		\$453,190.68 100%	\$0.00		\$0.00 0%		
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$453,190.68 75%</b>	<b>\$148,632.56</b>		<b>\$0.00 0%</b>		
<b>410 Alcohol SAFETEA-LU Paid Media</b>								
	K8PM-2014-02-01-03		\$0.00 0%	\$2,431.00		\$0.00 0%		
	<b>410 Alcohol SAFETEA-LU Paid Media Total</b>		<b>\$0.00 0%</b>	<b>\$2,431.00</b>		<b>\$0.00 0%</b>		

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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)
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$453,190.68</b>	<b>\$0.00</b>	<b>\$151,063.56</b>	<b>\$0.00</b>		
			<b>75%</b>			<b>0%</b>		
<b>164 Transfer Funds</b>								
	164AL-2014-03-11-08		\$0.00 0%	\$132,000.00		\$0.00 0%		
	164AL-2014-03-12-06		\$0.00 0%	\$10,616.76		\$10,616.76 100%		
	164AL-2014-03-13-05		\$0.00 0%	\$20,262.42		\$20,262.42 100%		
	164AL-2014-03-14-13		\$0.00 0%	\$2,152.04		\$2,152.04 100%		
	164AL-2014-05-03-07		\$0.00 0%	\$73,578.43		\$0.00 0%		
	164AL-2014-06-01-01		\$0.00 0%	\$165,000.00		\$0.00 0%		
	164AL-2014-06-02-00		\$0.00 0%	\$97,710.00		\$0.00 0%		
	164AL-2014-03-09-07		\$0.00 0%	\$21,329.41		\$21,329.41 100%		
	164AL-2014-03-08-07		\$0.00 0%	\$95,926.00		\$95,926.00 100%		
	164AL-2014-03-07-04		\$0.00 0%	\$21,524.68		\$21,524.68 100%		
	164AL-2014-03-06-08		\$0.00 0%	\$7,999.99		\$7,999.99 100%		
	164AL-2014-03-05-03		\$0.00 0%	\$12,804.75		\$12,804.75 100%		
	164AL-2014-03-04-07		\$0.00 0%	\$137,605.69		\$137,605.69 100%		
	164AL-2014-03-03-10		\$0.00 0%	\$93,819.74		\$93,819.74 100%		

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	164AL-2014-03-02-06		\$0.00 0%	\$44,765.15		\$44,765.15 100%		
	164AL-2014-03-01-02		\$0.00 0%	\$9,052.89		\$9,052.89 100%		
	<b>164 Alcohol Total</b>		<b>\$0.00 0%</b>	<b>\$946,147.95</b>		<b>\$477,859.52 51%</b>		
<b>164 Paid Media</b>								
	164PM-2014-02-01-03		\$0.00 0%	\$51,217.40		\$0.00 0%		
	<b>164 Paid Media Total</b>		<b>\$0.00 0%</b>	<b>\$51,217.40</b>		<b>\$0.00 0%</b>		
	<b>164 Transfer Funds Total</b>		<b>\$0.00 0%</b>	<b>\$0.00</b>	<b>\$997,365.35</b>	<b>\$477,859.52 48%</b>		
<b>MAP 21 405b OP Low</b>								
	M2HVE-2014-03-07-03		\$0.00 0%	\$564.11		\$0.00 0%		
	M2HVE-2014-03-08-04		\$0.00 0%	\$35,434.67		\$0.00 0%		
	M2HVE-2014-03-09-13		\$0.00 0%	\$48,911.99		\$0.00 0%		
	M2HVE-2014-03-10-12		\$0.00 0%	\$7,215.63		\$0.00 0%		
	M2HVE-2014-07-01-00		\$0.00 0%	\$73,003.06		\$0.00 0%		
	M2HVE-2014-07-02-00		\$249,916.49 100%	\$0.00		\$0.00 0%		
	M2HVE-2014-03-06-08		\$0.00 0%	\$199,924.66		\$0.00 0%		
	M2HVE-2014-03-05-07		\$0.00 0%	\$91,770.31		\$0.00 0%		

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	M2HVE-2014-03-04-06		\$0.00 0%	\$19,191.96		\$0.00 0%		
	M2HVE-2014-03-02-03		\$0.00 0%	\$14,700.00		\$0.00 0%		
	M2HVE-2014-03-12-05		\$0.00 0%	\$8,102.08		\$0.00 0%		
	<b>405b Low HVE Total</b>		<b>\$249,916.49 33%</b>	<b>\$498,818.47</b>		<b>\$0.00 0%</b>		
<b>405b Low Training</b>								
	M2TR-2014-02-04-16		\$0.00 0%	\$10,119.22		\$0.00 0%		
	M2TR-2014-02-05-14		\$0.00 0%	\$30,142.50		\$0.00 0%		
	<b>405b Low Training Total</b>		<b>\$0.00 0%</b>	<b>\$40,261.72</b>		<b>\$0.00 0%</b>		
<b>405b Low Public Education</b>								
	M2PE-2014-02-01-03		\$0.00 0%	\$147,197.86		\$0.00 0%		
	M2PE-2014-02-02-00		\$0.00 0%	\$9,600.00		\$0.00 0%		
	M2PE-2014-04-01-00		\$0.00 0%	\$4,398.00		\$0.00 0%		
	M2PE-2014-04-02-13		\$0.00 0%	\$4,000.00		\$0.00 0%		
	<b>405b Low Public Education Total</b>		<b>\$0.00 0%</b>	<b>\$165,195.86</b>		<b>\$0.00 0%</b>		
<b>405b Low Community CPS Services</b>								
	M2CPS-2014-02-01-16		\$0.00 0%	\$89,852.26		\$0.00 0%		

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<b>Program Area</b>	<b>Project</b>	<b>Obligation Limitation (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
	M2CPS-2014-02-02-14		\$ .00 0%	\$75,157.50		\$ .00 0%		
<b>405b Low Community CPS Services Total</b>			<b>\$ .00 0%</b>	<b>\$165,009.76</b>		<b>\$ .00 0%</b>		
<b>405b Low CSS Purchase/Distribution</b>								
	M2CSS-2014-02-01-16		\$ .00 0%	\$31,471.79		\$ .00 0%		
	M2CSS-2014-02-02-14		\$ .00 0%	\$23,400.00		\$ .00 0%		
<b>405b Low CSS Purchase/Distribution Total</b>			<b>\$ .00 0%</b>	<b>\$54,871.79</b>		<b>\$ .00 0%</b>		
<b>405b Low OP Information System</b>								
	M2OP-2014-03-09-13		\$ .00 0%	\$ .00		\$ .00 0%		
	M2OP-2014-05-01-00		\$ .00 0%	\$74,679.32		\$ .00 0%		
	M2OP-2014-05-02-13		\$ .00 0%	\$829.01		\$ .00 0%		
<b>405b Low OP Information System Total</b>			<b>\$ .00 0%</b>	<b>\$75,508.33</b>		<b>\$ .00 0%</b>		
<b>MAP 21 405b OP Low Total</b>		<b>\$936,422.25</b>	<b>\$249,916.49 20%</b>	<b>\$90,017.26</b>	<b>\$909,648.67</b>	<b>\$ .00 0%</b>		
<b>MAP 21 405c Data Program</b>								
	M3DA-2014-05-02-01		\$ .00 0%	\$30,542.49		\$ .00 0%		
	M3DA-2014-06-02-08		\$ .00 0%	\$185,001.95		\$ .00 0%		
	M3DA-2014-06-03-11		\$ .00 0%	\$112,099.25		\$ .00 0%		
	M3DA-2014-07-02-00		\$81,910.92 100%	\$ .00		\$ .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)
	<b>405c Data Program Total</b>		<b>\$81,910.92</b> <b>20%</b>	<b>\$327,643.69</b>		<b>\$0.00</b> <b>0%</b>		
<b>MAP 21</b>	<b>405c Data Program Total</b>	<b>\$821,772.93</b>	<b>\$81,910.92</b> <b>20%</b>	<b>\$0.00</b>	<b>\$327,643.69</b>	<b>\$0.00</b> <b>0%</b>		
<b>MAP 21 405d Impaired Driving Mid</b>								
	M5HVE-2014-03-07-06		\$0.00 0%	\$41,971.62		\$0.00 0%		
	M5HVE-2014-07-02-00		\$556,646.62 100%	\$0.00		\$0.00 0%		
	M5HVE-2014-03-09-03		\$0.00 0%	\$9,372.07		\$0.00 0%		
	M5HVE-2014-03-03-08		\$0.00 0%	\$665,787.35		\$0.00 0%		
	<b>405d Mid HVE Total</b>		<b>\$556,646.62</b> <b>44%</b>	<b>\$717,131.04</b>		<b>\$0.00</b> <b>0%</b>		
<b>405d Mid ID Coordinator</b>								
	M5IDC-2014-07-01-00		\$0.00 0%	\$102,081.52		\$0.00 0%		
	<b>405d Mid ID Coordinator Total</b>		<b>\$0.00</b> <b>0%</b>	<b>\$102,081.52</b>		<b>\$0.00</b> <b>0%</b>		
<b>405d Mid BAC Testing/Reporting</b>								
	M5BAC-2014-05-02-01		\$0.00 0%	\$1,064.02		\$0.00 0%		
	M5BAC-2014-06-02-01		\$0.00 0%	\$109,388.82		\$0.00 0%		
	M5BAC-2014-06-01-00		\$0.00 0%	\$160,164.54		\$0.00 0%		
	M5BAC-2014-05-01-06		\$0.00 0%	\$179,928.25		\$0.00 0%		
	<b>405d Mid BAC Testing/Reporting Total</b>		<b>\$0.00</b> <b>0%</b>	<b>\$450,545.63</b>		<b>\$0.00</b> <b>0%</b>		

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<b>Program Area</b>	<b>Project</b>	<b>Obligation Limitation (A)</b>	<b>State Match (B)</b>	<b>Current FY (C)</b>	<b>Carry Forward (D)</b>	<b>Share to Local (E)</b>	<b>PA State Match (F)</b>	<b>PA Federal Funds (G)</b>
<b>405d Mid Paid/Earned Media</b>								
	M5PEM-2014-02-02-00		\$ .00 0%	\$404,090.00		\$ .00 0%		
	<b>405d Mid Paid/Earned Media Total</b>		<b>\$ .00 0%</b>	<b>\$404,090.00</b>		<b>\$ .00 0%</b>		
<b>405d Mid Training</b>								
	M5TR-2014-05-03-10		\$ .00 0%	\$39,775.08		\$ .00 0%		
	M5TR-2014-05-02-01		\$ .00 0%	\$58,894.96		\$ .00 0%		
	M5TR-2014-05-01-01		\$ .00 0%	\$57,544.98		\$ .00 0%		
	M5TR-2014-04-01-00		\$ .00 0%	\$3,046.73		\$ .00 0%		
	M5TR-2014-02-04-13		\$ .00 0%	\$52,325.91		\$ .00 0%		
	M5TR-2014-02-03-14		\$ .00 0%	\$36,728.74		\$ .00 0%		
	M5TR-2014-02-02-03		\$ .00 0%	\$79,415.17		\$ .00 0%		
	M5TR-2014-02-01-11		\$ .00 0%	\$133,227.66		\$ .00 0%		
	M5TR-2014-05-05-01		\$ .00 0%	\$18,637.04		\$ .00 0%		
	M5TR-2014-05-04-06		\$ .00 0%	\$44,282.00		\$ .00 0%		
	<b>405d Mid Training Total</b>		<b>\$ .00 0%</b>	<b>\$523,878.27</b>		<b>\$ .00 0%</b>		
<b>405d Mid Other Based on Problem ID</b>								
	M5OT-2014-06-01-01		\$ .00 0%	\$28,860.00		\$ .00 0%		

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<b>405d Mid Other Based on Problem ID</b>			<b>\$ .00</b>			<b>\$ .00</b>		
	<b>Total</b>		<b>0%</b>	<b>\$28,860.00</b>		<b>0%</b>		
			<b>\$556,646.62</b>			<b>\$ .00</b>		
<b>MAP 21 405d Impaired Driving Mid Total</b>		<b>\$2,207,259.66</b>	<b>20%</b>	<b>\$18,761.39</b>	<b>\$2,207,825.07</b>	<b>0%</b>		
<b>MAP 21 405f Motorcycle Programs</b>								
	M9MT-2014-02-02-14		\$ .00 0%	\$12,006.39		\$ .00 0%		
	M9MT-2014-05-01-02		\$ .00 0%	\$66,775.95		\$ .00 0%		
	M9MT-2014-07-02-00		\$23,685.33 100%	\$ .00		\$ .00 0%		
			<b>\$23,685.33</b>			<b>\$ .00</b>		
<b>405f Motorcyclist Training Total</b>			<b>23%</b>	<b>\$78,782.34</b>		<b>0%</b>		
<b>405f Motorcyclist Awareness</b>								
	M9MA-2014-02-01-03		\$ .00 0%	\$15,959.00		\$ .00 0%		
			<b>\$ .00</b>			<b>\$ .00</b>		
<b>405f Motorcyclist Awareness Total</b>			<b>0%</b>	<b>\$15,959.00</b>		<b>0%</b>		
<b>MAP 21 405f Motorcycle Programs Total</b>		<b>\$69,631.90</b>	<b>\$23,685.33</b> <b>20%</b>	<b>\$25,578.01</b>	<b>\$69,163.33</b>	<b>\$ .00</b> <b>0%</b>		
	<b>NHTSA Total</b>		<b>\$2,169,152.43</b> <b>21%</b>	<b>\$2,327,870.50</b>	<b>\$5,684,405.40</b>	<b>\$1,716,119.79</b> <b>21%</b>	<b>\$302,833.88</b> <b>50%</b>	<b>\$302,833.88</b> <b>4%</b>
	<b>Total</b>	<b>\$7,480,220.67</b>	<b>\$2,169,152.43</b> <b>21%</b>	<b>\$2,327,870.50</b>	<b>\$5,684,405.40</b>	<b>\$1,716,119.79</b> <b>21%</b>	<b>\$302,833.88</b> <b>50%</b>	<b>\$302,833.88</b> <b>4%</b>

**FY2014 Funded Project Expenditures**

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

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**Federal Reimbursement Voucher**

**2014 - FINAL**

For Approval

Report Date: 12/30/2014

Claim Period: 09/30/2014 - 09/30/2014

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 402								
<b>Planning and Administration</b>								
	PA-2014-07-01-00	Planning & Administration	302,833.88	.00	605,667.76	302,833.88	302,833.88	.00
	<b>Planning and Administration Total</b>		<b>302,833.88</b>	<b>.00</b>	<b>605,667.76</b>	<b>302,833.88</b>	<b>302,833.88</b>	<b>.00</b>
<b>Alcohol</b>								
	AL-2014-02-01-14	Norman PD - DRE	15,473.38	15,473.38	15,473.38	15,473.38	15,473.38	.00
	AL-2014-03-01-13	Bixby PD	35,723.31	35,723.31	35,723.31	35,723.31	35,723.31	.00
	AL-2014-03-02-11	Durant PD	43,352.86	43,352.86	43,352.86	43,352.86	43,352.86	.00
	AL-2014-03-03-16	Edmond PD	26,665.13	26,665.13	26,665.13	26,665.13	26,665.13	.00
	AL-2014-03-04-06	Kay County SO	7,615.08	7,615.08	7,615.08	7,615.08	7,615.08	.00
	AL-2014-03-05-03	Lincoln County SO	15,300.00	15,300.00	15,300.00	15,300.00	15,300.00	.00
	AL-2014-03-06-05	Logan County SO	39,895.15	39,895.15	39,895.15	39,895.15	39,895.15	.00
	AL-2014-03-07-11	Midwest City PD	14,506.96	14,506.96	14,506.96	14,506.96	14,506.96	.00
	AL-2014-03-09-11	Sand Springs PD	46,626.19	46,626.19	46,626.19	46,626.19	46,626.19	.00
	AL-2014-03-10-12	Tahlequah PD	9,288.30	9,288.30	9,288.30	9,288.30	9,288.30	.00
	AL-2014-03-11-07	Tulsa PD	25,971.93	25,971.93	25,971.93	25,971.93	25,971.93	.00
	AL-2014-03-12-05	Washington County SO	11,942.53	11,942.53	11,942.53	11,942.53	11,942.53	.00
	AL-2014-07-01-00	Program Area Management	185,685.96	.00	185,685.96	185,685.96	185,685.96	.00
	<b>Alcohol Total</b>		<b>478,046.78</b>	<b>292,360.82</b>	<b>478,046.78</b>	<b>478,046.78</b>	<b>478,046.78</b>	<b>.00</b>
<b>Motorcycle Safety</b>								
	MC-2014-02-01-16	Edmond PD Nat'l Guard Motorcycle Safety	37,878.43	37,878.43	37,878.43	37,878.43	37,878.43	.00
	MC-2014-05-01-04	Program	4,792.47	.00	4,792.47	4,792.47	4,792.47	.00
	MC-2014-07-01-00	Program Area Management	13,611.32	.00	13,611.32	13,611.32	13,611.32	.00
	MC-2014-07-02-00	State Match - DPS	.00	.00	61,781.60	.00	.00	.00
	<b>Motorcycle Safety Total</b>		<b>56,282.22</b>	<b>37,878.43</b>	<b>118,063.82</b>	<b>56,282.22</b>	<b>56,282.22</b>	<b>.00</b>

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

State of  
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**Federal Reimbursement Voucher**

**2014 - FINAL**

For Approval

Report Date: 12/30/2014

Claim Period: 09/30/2014 - 09/30/2014

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
<b>Occupant Protection</b>								
	OP-2014-03-01-06	Ada PD	19,824.89	19,824.89	19,824.89	19,824.89	19,824.89	.00
	OP-2014-03-02-04	Canadian County SO	11,852.49	11,852.49	11,852.49	11,852.49	11,852.49	.00
	OP-2014-03-03-03	Catoosa PD	26,934.03	26,934.03	26,934.03	26,934.03	26,934.03	.00
	OP-2014-03-04-03	Creek County SO	17,720.00	17,720.00	17,720.00	17,720.00	17,720.00	.00
	OP-2014-03-05-16	Edmond PD	36,096.74	36,096.74	36,096.74	36,096.74	36,096.74	.00
	OP-2014-03-06-10	Enid PD	23,244.02	23,244.02	23,244.02	23,244.02	23,244.02	.00
	OP-2014-03-07-01	Guthrie PD	5,126.99	5,126.99	5,126.99	5,126.99	5,126.99	.00
	OP-2014-03-08-11	Lawton PD	27,000.00	27,000.00	27,000.00	27,000.00	27,000.00	.00
	OP-2014-03-09-10	Oklahoma City PD	104,922.86	104,922.86	104,922.86	104,922.86	104,922.86	.00
	OP-2014-03-10-01	Osage County SO	3,229.50	3,229.50	3,229.50	3,229.50	3,229.50	.00
	OP-2014-03-11-10	Purcell PD	16,870.66	16,870.66	16,870.66	16,870.66	16,870.66	.00
	OP-2014-03-12-08	Shawnee PD	9,282.96	9,282.96	9,282.96	9,282.96	9,282.96	.00
	OP-2014-03-13-02	Tuttle PD	7,845.39	7,845.39	7,845.39	7,845.39	7,845.39	.00
	OP-2014-03-15-11	Midwest City PD	25,676.93	25,676.93	25,676.93	25,676.93	25,676.93	.00
	OP-2014-03-16-07	Tulsa PD	60,605.37	60,605.37	60,605.37	60,605.37	60,605.37	.00
	OP-2014-03-17-11	Bethany PD	20,356.69	20,356.69	20,356.69	20,356.69	20,356.69	.00
	OP-2014-03-18-04	Tecumseh PD	3,999.21	3,999.21	3,999.21	3,999.21	3,999.21	.00
	OP-2014-03-19-06	Norman PD	16,011.86	16,011.86	16,011.86	16,011.86	16,011.86	.00
	OP-2014-04-01-00	PI&E	6,154.90	.00	6,154.90	6,154.90	6,154.90	.00
	OP-2014-07-01-00	Program Area Management	134,164.85	.00	134,164.85	134,164.85	134,164.85	.00
	OP-2014-07-02-00	State Match - DPS	.00	.00	5,951.75	.00	.00	.00
	<b>Occupant Protection Total</b>		<b>576,920.34</b>	<b>436,600.59</b>	<b>582,872.09</b>	<b>576,920.34</b>	<b>576,920.34</b>	<b>.00</b>
<b>Police Traffic Services</b>								
	PT-2014-03-01-01	Alva PD	14,001.99	14,001.99	14,001.99	14,001.99	14,001.99	.00
	PT-2014-03-02-01	Anadarko PD	5,695.37	5,695.37	5,695.37	5,695.37	5,695.37	.00
	PT-2014-03-03-13	Bixby PD	12,985.43	12,985.43	12,985.43	12,985.43	12,985.43	.00

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	PT-2014-03-04-14	Broken Arrow PD	48,620.57	48,620.57	48,620.57	48,620.57	48,620.57	.00
	PT-2014-03-05-03	Choctaw PD	8,777.26	8,777.26	8,777.26	8,777.26	8,777.26	.00
	PT-2014-03-06-10	Enid PD	58,152.00	58,152.00	58,152.00	58,152.00	58,152.00	.00
	PT-2014-03-07-01	Idabel PD	14,262.00	14,262.00	14,262.00	14,262.00	14,262.00	.00
	PT-2014-03-08-04	Kiowa County SO	12,475.45	12,475.45	12,475.45	12,475.45	12,475.45	.00
	PT-2014-03-09-06	McAlester PD	27,685.06	27,685.06	27,685.06	27,685.06	27,685.06	.00
	PT-2014-03-10-06	Norman PD	15,500.00	15,500.00	15,500.00	15,500.00	15,500.00	.00
	PT-2014-03-11-09	Owasso PD	59,794.39	59,794.39	59,794.39	59,794.39	59,794.39	.00
	PT-2014-03-12-07	Ponca City PD	33,823.66	33,823.66	33,823.66	33,823.66	33,823.66	.00
	PT-2014-03-13-13	Sapulpa PD	1,714.02	1,714.02	1,714.02	1,714.02	1,714.02	.00
	PT-2014-03-14-05	Skiatook PD	16,916.93	16,916.93	16,916.93	16,916.93	16,916.93	.00
	PT-2014-03-15-07	Tulsa County SO	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00	.00
	PT-2014-03-16-04	Warr Acres PD	13,587.41	13,587.41	13,587.41	13,587.41	13,587.41	.00
	PT-2014-03-17-11	Bethany PD	7,538.81	7,538.81	7,538.81	7,538.81	7,538.81	.00
	PT-2014-03-18-05	Grove PD	15,500.00	15,500.00	15,500.00	15,500.00	15,500.00	.00
	PT-2014-03-99-00	Mobilization Incentives	44,397.13	44,397.13	44,397.13	44,397.13	44,397.13	.00
	PT-2014-04-01-00	PI&E	2,478.80	.00	2,478.80	2,478.80	2,478.80	.00
	PT-2014-05-01-03	OHP - Troop F	10,000.00	.00	10,000.00	10,000.00	10,000.00	.00
	PT-2014-05-02-07	OHP - LELs	393,493.37	.00	393,493.37	393,493.37	393,493.37	.00
	PT-2014-05-02-13	OACP	44,623.82	.00	44,623.82	44,623.82	44,623.82	.00
	PT-2014-05-03-10	OU Conference Pros	42,483.00	.00	42,483.00	42,483.00	42,483.00	.00
	PT-2014-06-01-06	OSU PD	1,408.96	.00	1,408.96	1,408.96	1,408.96	.00
	PT-2014-07-01-00	Program Area Management	146,690.75	.00	146,690.75	146,690.75	146,690.75	.00
	PT-2014-07-02-00	State Match - DPS	.00	.00	352,112.64	.00	.00	.00
	<b>Police Traffic Services Total</b>		<b>1,054,606.18</b>	<b>413,427.48</b>	<b>1,406,718.82</b>	<b>1,054,606.18</b>	<b>1,054,606.18</b>	<b>.00</b>
<b>Traffic Records</b>								
	TR-2014-05-02-00	Iowa DOT	11,250.00	.00	11,250.00	11,250.00	11,250.00	.00

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	TR-2014-05-03-00	UCO - Data Analysis	14,835.20	.00	14,835.20	14,835.20	14,835.20	.00
	TR-2014-07-01-00	Program Area Management	118,975.48	.00	118,975.48	118,975.48	118,975.48	.00
	<b>Traffic Records Total</b>		<b>145,060.68</b>	<b>.00</b>	<b>145,060.68</b>	<b>145,060.68</b>	<b>145,060.68</b>	<b>.00</b>
<b>Driver Education</b>								
	DE-2014-02-01-04	OK Safety Council	18,057.28	.00	18,057.28	18,057.28	18,057.28	.00
	DE-2014-05-01-02	DPS - QA DL	97,119.80	.00	97,119.80	97,119.80	97,119.80	.00
	<b>Driver Education Total</b>		<b>115,177.08</b>	<b>.00</b>	<b>115,177.08</b>	<b>115,177.08</b>	<b>115,177.08</b>	<b>.00</b>
<b>Railroad/Highway Crossings</b>								
	RH-2014-02-01-10	OK Operation Lifesaver	36,937.01	.00	36,937.01	36,937.01	36,937.01	.00
	<b>Railroad/Highway Crossings Total</b>		<b>36,937.01</b>	<b>.00</b>	<b>36,937.01</b>	<b>36,937.01</b>	<b>36,937.01</b>	<b>.00</b>
<b>Speed Enforcement</b>								
	SE-2014-03-01-06	Calera PD	19,994.85	19,994.85	19,994.85	19,994.85	19,994.85	.00
	SE-2014-03-02-06	Madill PD	29,665.10	29,665.10	29,665.10	29,665.10	29,665.10	.00
	SE-2014-03-03-01	Perkins PD	8,333.00	8,333.00	8,333.00	8,333.00	8,333.00	.00
	<b>Speed Enforcement Total</b>		<b>57,992.95</b>	<b>57,992.95</b>	<b>57,992.95</b>	<b>57,992.95</b>	<b>57,992.95</b>	<b>.00</b>
<b>Paid Advertising</b>								
	PM-2014-02-01-03	Jordan Advertising	66,862.36	.00	66,862.36	66,862.36	66,862.36	.00
	<b>Paid Advertising Total</b>		<b>66,862.36</b>	<b>.00</b>	<b>66,862.36</b>	<b>66,862.36</b>	<b>66,862.36</b>	<b>.00</b>
	<b>NHTSA 402 Total</b>		<b>2,890,719.48</b>	<b>1,238,260.27</b>	<b>3,613,399.35</b>	<b>2,890,719.48</b>	<b>2,890,719.48</b>	<b>.00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2014-05-01-07	DPS - TraCS/Traffic Records Support	122,896.85	.00	122,896.85	122,896.85	122,896.85	.00
	K9-2014-05-03-00	CNI - Data Intergration Study	149,011.93	.00	149,011.93	149,011.93	149,011.93	.00
	K9-2014-06-01-08	OU, Board of Regents	47,586.31	.00	47,586.31	47,586.31	47,586.31	.00
	K9-2014-07-01-00	Program Area Management	4,995.00	.00	4,995.00	4,995.00	4,995.00	.00
	K9-2014-07-02-00	State Match - DPS	.00	.00	81,122.52	.00	.00	.00
	<b>408 Data Program Incentive Total</b>		<b>324,490.09</b>	<b>.00</b>	<b>405,612.61</b>	<b>324,490.09</b>	<b>324,490.09</b>	<b>.00</b>

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<b>408 Data Program SAFETEA-LU Total</b>			<b>324,490.09</b>	<b>.00</b>	<b>405,612.61</b>	<b>324,490.09</b>	<b>324,490.09</b>	<b>.00</b>
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2014-00-00-00	Board of Test	45,571.18	.00	45,571.18	45,571.18	45,571.18	.00
	K8-2014-03-01-08	OHP - OT	21,600.35	.00	21,600.35	21,600.35	21,600.35	.00
	K8-2014-07-01-00	Program Area Management	81,461.03	.00	81,461.03	81,461.03	81,461.03	.00
	K8-2014-07-02-00	State Match - DPS	.00	.00	453,190.68	.00	.00	.00
<b>410 Alcohol SAFETEA-LU Total</b>			<b>148,632.56</b>	<b>.00</b>	<b>601,823.24</b>	<b>148,632.56</b>	<b>148,632.56</b>	<b>.00</b>
<b>410 Alcohol SAFETEA-LU Paid Media</b>								
	K8PM-2014-02-01-03	Jordan Advertising	2,431.00	.00	2,431.00	2,431.00	2,431.00	.00
<b>410 Alcohol SAFETEA-LU Paid Media Total</b>			<b>2,431.00</b>	<b>.00</b>	<b>2,431.00</b>	<b>2,431.00</b>	<b>2,431.00</b>	<b>.00</b>
<b>410 Alcohol SAFETEA-LU Total</b>			<b>151,063.56</b>	<b>.00</b>	<b>604,254.24</b>	<b>151,063.56</b>	<b>151,063.56</b>	<b>.00</b>
<b>164 Transfer Funds</b>								
	164AL-2014-03-01-02	Cherokee County SO	9,052.89	9,052.89	9,052.89	9,052.89	9,052.89	.00
	164AL-2014-03-02-06	Norman PD	44,765.15	44,765.15	44,765.15	44,765.15	44,765.15	.00
	164AL-2014-03-03-10	Oklahoma City PD	93,819.74	93,819.74	93,819.74	93,819.74	93,819.74	.00
	164AL-2014-03-04-07	Oklahoma County SO	137,605.69	137,605.69	137,605.69	137,605.69	137,605.69	.00
	164AL-2014-03-05-03	Payne County SO	12,804.75	12,804.75	12,804.75	12,804.75	12,804.75	.00
	164AL-2014-03-06-08	Shawnee PD	7,999.99	7,999.99	7,999.99	7,999.99	7,999.99	.00
	164AL-2014-03-07-04	Tecumseh PD	21,524.68	21,524.68	21,524.68	21,524.68	21,524.68	.00
	164AL-2014-03-08-07	Tulsa County SO	95,926.00	95,926.00	95,926.00	95,926.00	95,926.00	.00
	164AL-2014-03-09-07	Tulsa PD	21,329.41	21,329.41	21,329.41	21,329.41	21,329.41	.00
	164AL-2014-03-11-08	OHP - OT	132,000.00	.00	132,000.00	132,000.00	132,000.00	.00
	164AL-2014-03-12-06	Kay County SO	10,616.76	10,616.76	10,616.76	10,616.76	10,616.76	.00
	164AL-2014-03-13-05	Grove PD	20,262.42	20,262.42	20,262.42	20,262.42	20,262.42	.00
	164AL-2014-03-14-13	Bixby PD	2,152.04	2,152.04	2,152.04	2,152.04	2,152.04	.00
	164AL-2014-05-03-07	OHP - LELs	73,578.43	.00	73,578.43	73,578.43	73,578.43	.00
	164AL-2014-06-01-01	Board of Test	165,000.00	.00	165,000.00	165,000.00	165,000.00	.00

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	164AL-2014-06-02-00	PBTs	97,710.00	.00	97,710.00	97,710.00	97,710.00	.00
	<b>164 Alcohol Total</b>		<b>946,147.95</b>	<b>477,859.52</b>	<b>946,147.95</b>	<b>946,147.95</b>	<b>946,147.95</b>	<b>.00</b>
<b>164 Paid Media</b>								
	164PM-2014-02-01-03	Jordan Advertising	51,217.40	.00	51,217.40	51,217.40	51,217.40	.00
	<b>164 Paid Media Total</b>		<b>51,217.40</b>	<b>.00</b>	<b>51,217.40</b>	<b>51,217.40</b>	<b>51,217.40</b>	<b>.00</b>
	<b>164 Transfer Funds Total</b>		<b>997,365.35</b>	<b>477,859.52</b>	<b>997,365.35</b>	<b>997,365.35</b>	<b>997,365.35</b>	<b>.00</b>
<b>MAP 21 405b OP Low</b>								
	M2HVE-2014-03-02-03	Lincoln County SO	14,700.00	.00	14,700.00	14,700.00	14,700.00	.00
	M2HVE-2014-03-04-06	Norman PD	19,191.96	.00	19,191.96	19,191.96	19,191.96	.00
	M2HVE-2014-03-05-07	Oklahoma County SO	91,770.31	.00	91,770.31	91,770.31	91,770.31	.00
	M2HVE-2014-03-06-08	OHP - OT	199,924.66	.00	199,924.66	199,924.66	199,924.66	.00
	M2HVE-2014-03-07-03	Payne County SO	564.11	.00	564.11	564.11	564.11	.00
	M2HVE-2014-03-08-04	Pottawatomie County SO	35,434.67	.00	35,434.67	35,434.67	35,434.67	.00
	M2HVE-2014-03-09-13	Sapulpa PD	48,911.99	.00	48,911.99	48,911.99	48,911.99	.00
	M2HVE-2014-03-10-12	Tahlequah PD	7,215.63	.00	7,215.63	7,215.63	7,215.63	.00
	M2HVE-2014-03-12-05	Washington County SO	8,102.08	.00	8,102.08	8,102.08	8,102.08	.00
	M2HVE-2014-07-01-00	HVE Coordinator	73,003.06	.00	73,003.06	73,003.06	73,003.06	.00
	M2HVE-2014-07-02-00	State Match - DPS	.00	.00	249,916.49	.00	.00	.00
	<b>405b Low HVE Total</b>		<b>498,818.47</b>	<b>.00</b>	<b>748,734.96</b>	<b>498,818.47</b>	<b>498,818.47</b>	<b>.00</b>
<b>405b Low Training</b>								
	M2TR-2014-02-04-16	Safe Kids OK	10,119.22	.00	10,119.22	10,119.22	10,119.22	.00
	M2TR-2014-02-05-14	Tulsa Area Safe Kids	30,142.50	.00	30,142.50	30,142.50	30,142.50	.00
	<b>405b Low Training Total</b>		<b>40,261.72</b>	<b>.00</b>	<b>40,261.72</b>	<b>40,261.72</b>	<b>40,261.72</b>	<b>.00</b>
<b>405b Low Public Education</b>								
	M2PE-2014-02-01-03	Jordan Advertising	147,197.86	.00	147,197.86	147,197.86	147,197.86	.00
	M2PE-2014-02-02-00	Sports Marketing	9,600.00	.00	9,600.00	9,600.00	9,600.00	.00
	M2PE-2014-04-01-00	PI&E	4,398.00	.00	4,398.00	4,398.00	4,398.00	.00

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	M2PE-2014-04-02-13	Sapulpa PD	4,000.00	.00	4,000.00	4,000.00	4,000.00	.00
	<b>405b Low Public Education Total</b>		<b>165,195.86</b>	<b>.00</b>	<b>165,195.86</b>	<b>165,195.86</b>	<b>165,195.86</b>	<b>.00</b>
	<b>405b Low Community CPS Services</b>							
	M2CPS-2014-02-01-16	Safe Kids OK	89,852.26	.00	89,852.26	89,852.26	89,852.26	.00
	M2CPS-2014-02-02-14	Tulsa Area Safe Kids	75,157.50	.00	75,157.50	75,157.50	75,157.50	.00
	<b>405b Low Community CPS Services Total</b>		<b>165,009.76</b>	<b>.00</b>	<b>165,009.76</b>	<b>165,009.76</b>	<b>165,009.76</b>	<b>.00</b>
	<b>405b Low CSS Purchase/Distribution</b>							
	M2CSS-2014-02-01-16	Safe Kids OK	31,471.79	.00	31,471.79	31,471.79	31,471.79	.00
	M2CSS-2014-02-02-14	Tulsa Area Safe Kids	23,400.00	.00	23,400.00	23,400.00	23,400.00	.00
	<b>405b Low CSS Purchase/Distribution Total</b>		<b>54,871.79</b>	<b>.00</b>	<b>54,871.79</b>	<b>54,871.79</b>	<b>54,871.79</b>	<b>.00</b>
	<b>405b Low OP Information System</b>							
	M2OP-2014-05-01-00	Seat Belt/Child Passenger Survey	74,679.32	.00	74,679.32	74,679.32	74,679.32	.00
	M2OP-2014-05-02-13	Sapulpa PD	829.01	.00	829.01	829.01	829.01	.00
	<b>405b Low OP Information System Total</b>		<b>75,508.33</b>	<b>.00</b>	<b>75,508.33</b>	<b>75,508.33</b>	<b>75,508.33</b>	<b>.00</b>
	<b>MAP 21 405b OP Low Total</b>		<b>999,665.93</b>	<b>.00</b>	<b>1,249,582.42</b>	<b>999,665.93</b>	<b>999,665.93</b>	<b>.00</b>
	<b>MAP 21 405c Data Program</b>							
	M3DA-2014-05-02-01	DPS - Planner/Analyst	30,542.49	.00	30,542.49	30,542.49	30,542.49	.00
	M3DA-2014-06-02-08	OU - Software Development	185,001.95	.00	185,001.95	185,001.95	185,001.95	.00
	M3DA-2014-06-03-11	OU - Safe T	112,099.25	.00	112,099.25	112,099.25	112,099.25	.00
	M3DA-2014-07-02-00	State Match - DPS	.00	.00	81,910.92	.00	.00	.00
	<b>405c Data Program Total</b>		<b>327,643.69</b>	<b>.00</b>	<b>409,554.61</b>	<b>327,643.69</b>	<b>327,643.69</b>	<b>.00</b>
	<b>MAP 21 405c Data Program Total</b>		<b>327,643.69</b>	<b>.00</b>	<b>409,554.61</b>	<b>327,643.69</b>	<b>327,643.69</b>	<b>.00</b>
	<b>MAP 21 405d Impaired Driving Mid</b>							
	M5HVE-2014-03-03-08	OHP - OT	665,787.35	.00	665,787.35	665,787.35	665,787.35	.00
	M5HVE-2014-03-07-06	OSU PD	41,971.62	.00	41,971.62	41,971.62	41,971.62	.00

**U. S. Department of Transportation National Highway Traffic Safety Administration**  
 State of  
 Oklahoma  
**Federal Reimbursement Voucher**  
**2014 - FINAL**  
 For Approval

Report Date: 12/30/2014  
 Claim Period: 09/30/2014 - 09/30/2014

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
	M5HVE-2014-03-09-03	Scenic Rivers Commission	9,372.07	.00	9,372.07	9,372.07	9,372.07	.00
	M5HVE-2014-07-02-00	State Match - DPS/BOT	.00	.00	556,646.62	.00	.00	.00
	<b>405d Mid HVE Total</b>		<b>717,131.04</b>	<b>.00</b>	<b>1,273,777.66</b>	<b>717,131.04</b>	<b>717,131.04</b>	<b>.00</b>
<b>405d Mid ID Coordinator</b>								
	M5IDC-2014-07-01-00	Impaired Driving Coordinator	102,081.52	.00	102,081.52	102,081.52	102,081.52	.00
	<b>405d Mid ID Coordinator Total</b>		<b>102,081.52</b>	<b>.00</b>	<b>102,081.52</b>	<b>102,081.52</b>	<b>102,081.52</b>	<b>.00</b>
<b>405d Mid BAC Testing/Reporting</b>								
	M5BAC-2014-05-01-06	OSBI	179,928.25	.00	179,928.25	179,928.25	179,928.25	.00
	M5BAC-2014-05-02-01	ABLE Commission - Investigation	1,064.02	.00	1,064.02	1,064.02	1,064.02	.00
	M5BAC-2014-06-01-00	Statewide Impaired Driving Mobile Comman	160,164.54	.00	160,164.54	160,164.54	160,164.54	.00
	M5BAC-2014-06-02-01	Board of Test	109,388.82	.00	109,388.82	109,388.82	109,388.82	.00
	<b>405d Mid BAC Testing/Reporting Total</b>		<b>450,545.63</b>	<b>.00</b>	<b>450,545.63</b>	<b>450,545.63</b>	<b>450,545.63</b>	<b>.00</b>
<b>405d Mid Paid/Earned Media</b>								
	M5PEM-2014-02-02-00	Sports Marketing	404,090.00	.00	404,090.00	404,090.00	404,090.00	.00
	<b>405d Mid Paid/Earned Media Total</b>		<b>404,090.00</b>	<b>.00</b>	<b>404,090.00</b>	<b>404,090.00</b>	<b>404,090.00</b>	<b>.00</b>
<b>405d Mid Training</b>								
	M5TR-2014-02-01-11	District Atty's Council	133,227.66	.00	133,227.66	133,227.66	133,227.66	.00
	M5TR-2014-02-02-03	East Central Univ - SJE	79,415.17	.00	79,415.17	79,415.17	79,415.17	.00
	M5TR-2014-02-03-14	Norman PD - DRE	36,728.74	.00	36,728.74	36,728.74	36,728.74	.00
	M5TR-2014-02-04-13	OK Assn. of Chiefs of Police	52,325.91	.00	52,325.91	52,325.91	52,325.91	.00
	M5TR-2014-04-01-00	PI&E	3,046.73	.00	3,046.73	3,046.73	3,046.73	.00
	M5TR-2014-05-01-01	CLEET Coordinator	57,544.98	.00	57,544.98	57,544.98	57,544.98	.00
	M5TR-2014-05-02-01	Board of Test	58,894.96	.00	58,894.96	58,894.96	58,894.96	.00
	M5TR-2014-05-03-10	OU Confernece Pros	39,775.08	.00	39,775.08	39,775.08	39,775.08	.00
	M5TR-2014-05-04-06	OSU PD	44,282.00	.00	44,282.00	44,282.00	44,282.00	.00

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

State of  
Oklahoma

**Federal Reimbursement Voucher**

**2014 - FINAL**

For Approval

Report Date: 12/30/2014

Claim Period: 09/30/2014 - 09/30/2014

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
	M5TR-2014-05-05-01	ABLE Commission - Training	18,637.04	.00	18,637.04	18,637.04	18,637.04	.00
	<b>405d Mid Training Total</b>		<b>523,878.27</b>	<b>.00</b>	<b>523,878.27</b>	<b>523,878.27</b>	<b>523,878.27</b>	<b>.00</b>
<b>405d Mid Other Based on Problem ID</b>								
	M5OT-2014-06-01-01	Victims Impact, Inc	28,860.00	.00	28,860.00	28,860.00	28,860.00	.00
	<b>405d Mid Other Based on Problem ID Total</b>		<b>28,860.00</b>	<b>.00</b>	<b>28,860.00</b>	<b>28,860.00</b>	<b>28,860.00</b>	<b>.00</b>
<b>MAP 21 405d Impaired Driving Mid Total</b>			<b>2,226,586.46</b>	<b>.00</b>	<b>2,783,233.08</b>	<b>2,226,586.46</b>	<b>2,226,586.46</b>	<b>.00</b>
<b>MAP 21 405f Motorcycle Programs</b>								
	M9MT-2014-02-02-14	Broken Arrow PD	12,006.39	.00	12,006.39	12,006.39	12,006.39	.00
	M9MT-2014-05-01-02	DPS - QA Coordinator	66,775.95	.00	66,775.95	66,775.95	66,775.95	.00
	M9MT-2014-07-02-00	State Match - DPS	.00	.00	23,685.33	.00	.00	.00
	<b>405f Motorcyclist Training Total</b>		<b>78,782.34</b>	<b>.00</b>	<b>102,467.67</b>	<b>78,782.34</b>	<b>78,782.34</b>	<b>.00</b>
<b>405f Motorcyclist Awareness</b>								
	M9MA-2014-02-01-03	Jordan Advertising	15,959.00	.00	15,959.00	15,959.00	15,959.00	.00
	<b>405f Motorcyclist Awareness Total</b>		<b>15,959.00</b>	<b>.00</b>	<b>15,959.00</b>	<b>15,959.00</b>	<b>15,959.00</b>	<b>.00</b>
<b>MAP 21 405f Motorcycle Programs Total</b>			<b>94,741.34</b>	<b>.00</b>	<b>118,426.67</b>	<b>94,741.34</b>	<b>94,741.34</b>	<b>.00</b>
	<b>NHTSA Total</b>		<b>8,012,275.90</b>	<b>1,716,119.79</b>	<b>10,181,428.33</b>	<b>8,012,275.90</b>	<b>8,012,275.90</b>	<b>.00</b>
	<b>Total</b>		<b>8,012,275.90</b>	<b>1,716,119.79</b>	<b>10,181,428.33</b>	<b>8,012,275.90</b>	<b>8,012,275.90</b>	<b>.00</b>

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**OHSO/Jordan Advertising**  
 NHTSA Performance Measures Survey  
 June, 2014

**Background and Methodology**

In order to comply with the National Highway Traffic Safety Administration (NHTSA), the Oklahoma Highway Safety Office (OHSO) and Jordan Advertising commissioned a 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, 2013, and this year it was conducted in late May, 2014.

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, and May 20-25, 2014. Each year, a target of five hundred respondents were 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 2014, 501 people responded. The table below summarizes data collection methods since the inception of the performance measures survey.

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

\*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.

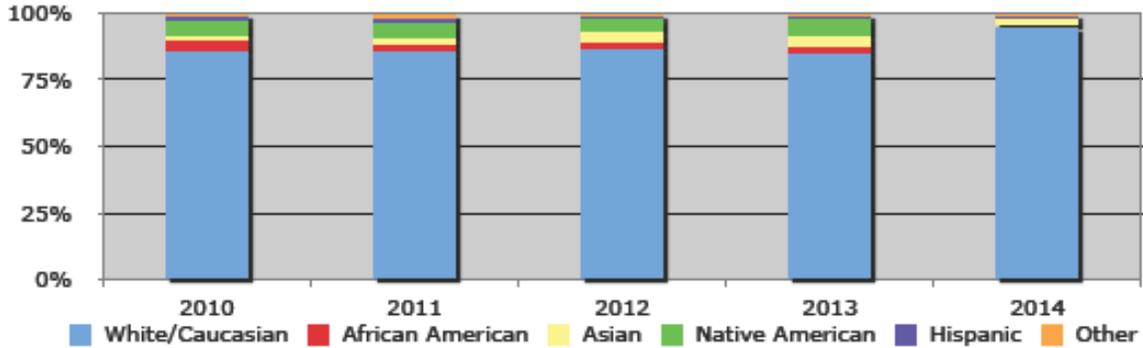
Respondents are always screened to ensure they are over the age of eighteen, are not employed by a law enforcement agency or advertising or public relations company, and have a current Oklahoma driver's license. The results were collected, compiled, tabulated and analyzed by Kimberling Consulting, Inc. What follows are the results of that survey for the 2014 wave, with comparison to the 2010, 2011, 2012 and 2013 waves where appropriate.

**2014 Demographics**

Respondents to the randomly sampled population of Oklahoma drivers accurately reflect the overall demographic profile of the state. The gender breakdown of respondents was within the margin of error: 49.9% of respondents are male and 50.1% female.

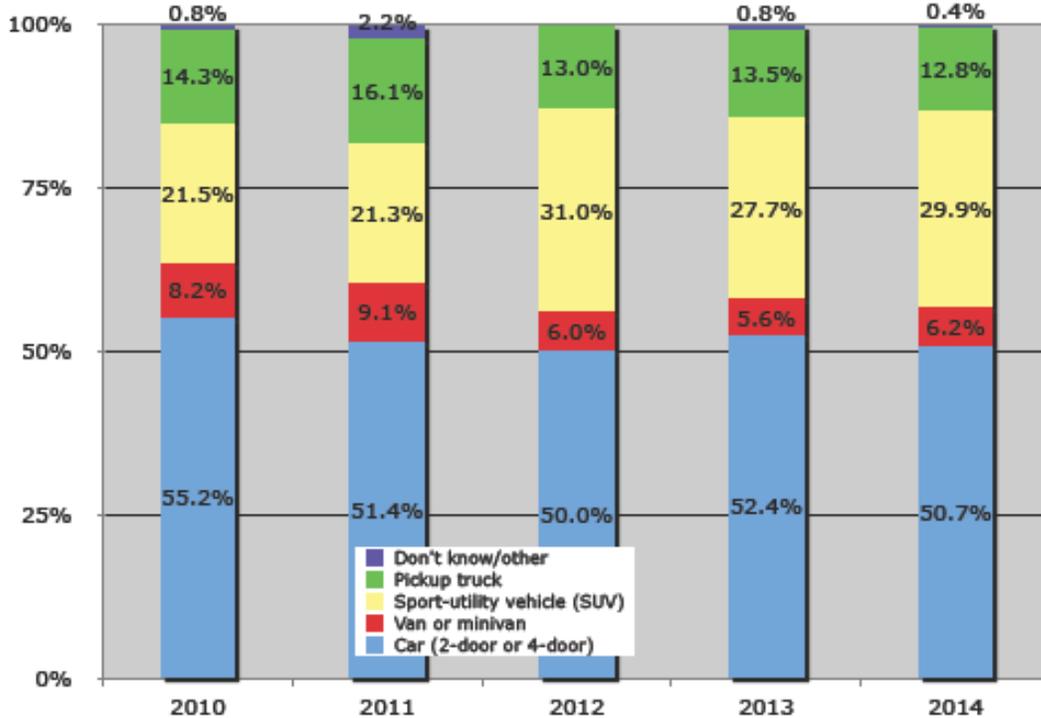
Racial distributions are as expected for the state, as seen in the figure below.

### Race Distribution



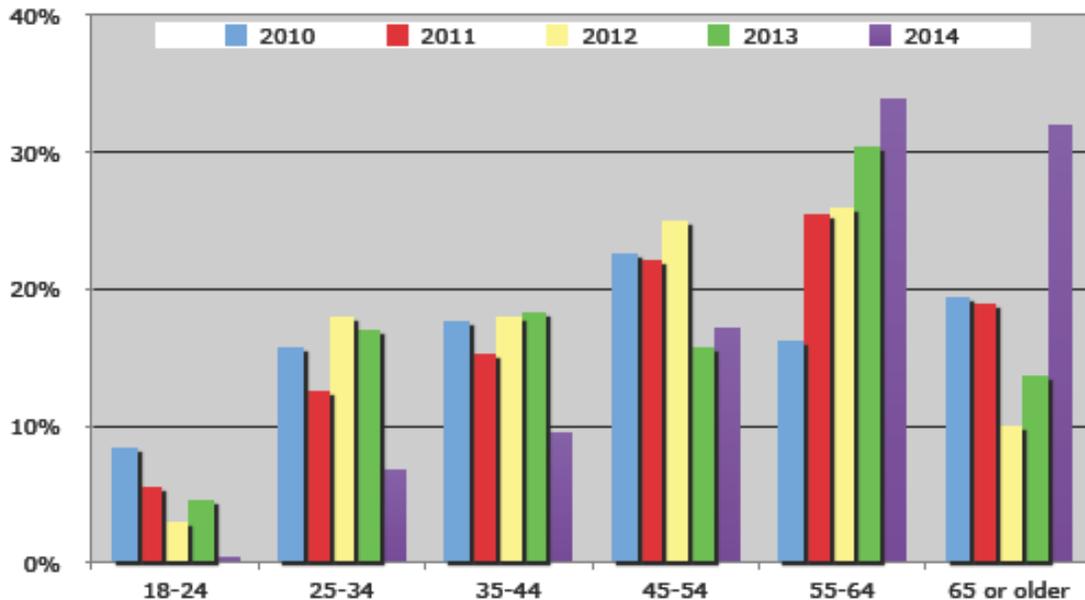
Among respondents, half (50.7%) report driving a 2- or 4-door car most of the time, compared to 56.2% who drive a van or minivan, 29.9% who drive an SUV, and 12.8% who drive a pickup truck. The 2014 data do not represent any departures from past year's statistics regarding demographics; including race, gender, area code and type of vehicle driven.

### Type of Vehicle Driven



One change that has occurred from past years is that of the age distribution. As seen in the table below, this year's data (2014) has an age distribution skewed to the left, meaning there are more older respondents (over 55 years of age) than younger (18-24 or 25-34).

### Age Demographic, 2010 - 2014



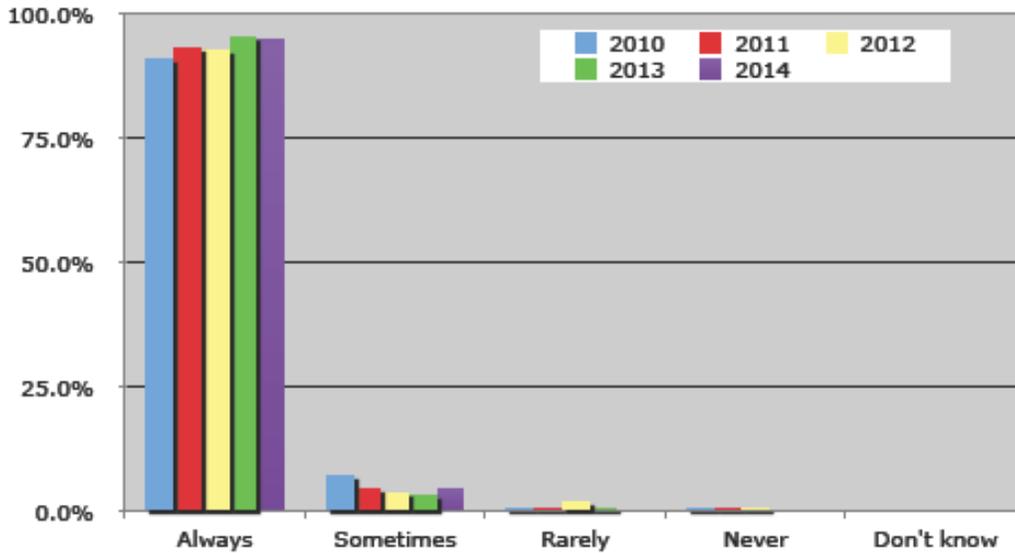
Younger drivers (those in the 18-24 category) tend to be less risk averse - and riskier drivers, than those in the older categories, especially the 55-64 and 65 or older ranges. The first year of the survey, 2010, saw the highest percentage of respondents in the 18-24 age category (8.4%). That percentage has continued a downward trend over the past five years, with 2014 experiencing only 0.4% of respondents in the youngest category (2 respondents). The current year also has the lowest percentages seen yet of respondents in the 25-34 category (6.8%, down from 17.1% in 2013) and in the 35-44 category (9.6%, down from 18.3% last year). Respondents in the 55-64 category climbed three percentage points from 2013 (up to 33.9% from 30.5%) and those in the oldest category - 65 or older - more than doubled (from 13.7% to 32.1%).

These shifts in age distribution could be due to various factors. Sometimes a "rogue" sample is obtained due to random sampling, 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 this sample as the remaining demographics (gender, race, type of vehicle driven) are within the margin of error of past year's demographic distribution. The methodology could be a contributing factor. Online survey respondents used to be dominated by the younger age categories, as those were the individuals most comfortable with computer usage. That trend is changing, and more and more adults and older adults are using computers with comfort and ease. Older respondents - typically considered retired - have more time to complete surveys than those actively engaged in the workforce. The exact reason for the shift in age distribution cannot be known, but attention is paid to any affected shifts in other behaviors and attitudes in the remainder of this report.

**Seat Belt Use and Attitudes**

Reported seat belt use remains very high. Nearly every respondent (95%) reports wearing a seatbelt "always" when driving or riding in a motor vehicle, with 4.6% reporting "sometimes" usage. As in past years, nearly all respondents (99.6%) reported wearing a seat belt when the "always" and "sometimes" categories are collapsed together.

**Seat Belt Use 2010-2014**



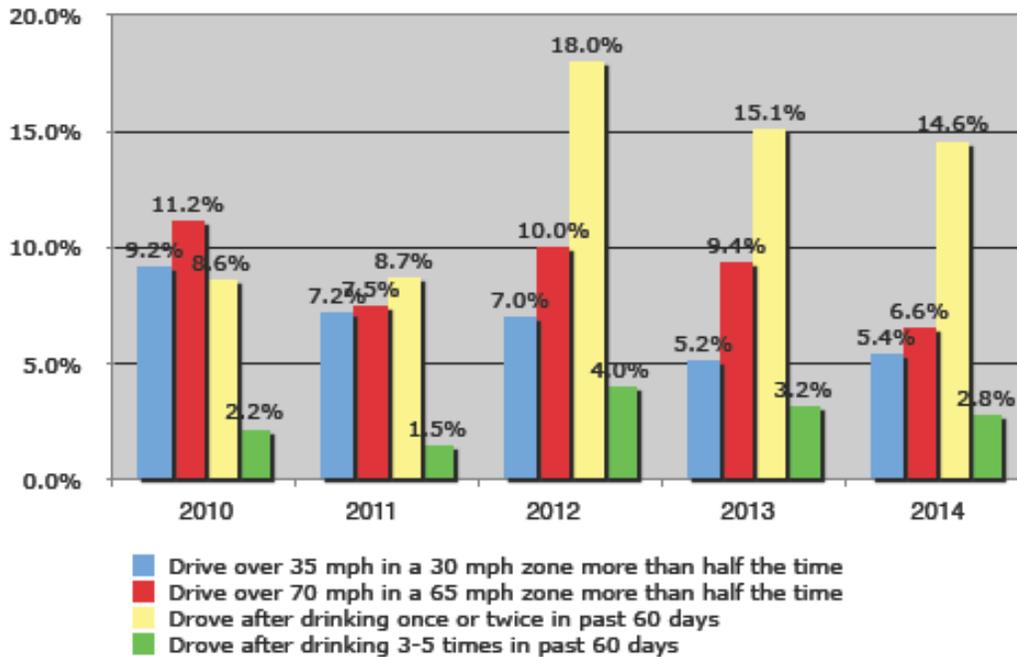
There are no significant differences in seat belt use across the various age, race, or gender breakdowns, as seen in the table below.

Seat Belt Use 2014	Gender		Age		
	Male	Female	18-34	35-54	55+
Always	96.0%	94.0%	91.7%	94.8%	95.5%
Sometimes	3.6%	5.6%	5.6%	4.5%	4.5%
Rarely	0.4%	0.4%	0.4%	0.7%	0.0%

**Risky Behavior**

As in years past, for the purposes of this survey, a "risk taking driver" is defined as someone who has either driven a motor vehicle within 2 hours after drinking alcoholic beverages once or twice, or who reports driving more than five miles over the speed limit more than half of the time (see figure below).

**Risky Driving Behavior**



Risky driving behavior is down almost across the board from 2013. The one exception is those reporting they drive over 35 in a zone marked 30 miles an hour more than half the time (up to 5.4% from 5.2%). The data surrounding drinking and driving behavior are lower in 2014 than in both 2013 and 2012 (which experienced an inexplicable spike). In the past, the survey waves have occurred in July and the Fourth of July weekend has been 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) so the higher drinking and driving numbers (14.6%) is still quite elevated from the 2010 and 2011 survey waves.

As shown in the table and figure below, as risky driving behavior decreases, perception of penalty increases. In other words, the pattern holds that the less a person is likely to say they drive over the speed limit, the more likely they are to believe a person has a high chance of being penalized for not wearing a seatbelt. For the most part, the pattern reverses for perception of receiving a speeding ticket. The more likely a person is to drive over the speed limit, the more likely they are to believe a person has a high chance of receiving a speeding ticket.

Perception of Risk of Receiving Ticket Based on Personal Driving Behavior								
	2011		2012		2013		2014	
	Ticket for No Seatbelt	Speeding ticket						
Drive over 35 mph in a 30 mph zone MORE than half the time	19.3%	84.1%	10.2%	86.7%	13.2%	82.4%	10.2%	86.4%
Drive over 35 mph in a 30 mph zone LESS than half the time	23.3%	87.0%	13.8%	83.5%	14.1%	82.1%	14.9%	76.6%
Drive over 35 mph in a 30 mph zone NEVER	29.8%	81.9%	19.3%	79.0%	22.2%	72.2%	16.6%	79.1%
Drive over 70 mph in a 65 mph zone MORE than half the time	17.4%	82.6%	9.6%	83.8%	13.8%	77.9%	14.9%	78.1%
Drive over 70 mph in a 65 mph zone LESS than half the time	24.1%	88.0%	14.5%	83.9%	14.0%	85.0%	13.3%	79.0%
Driver over 70 mph in a 65 mph zone NEVER	28.4%	80.9%	16.9%	83.1%	19.8%	71.0%	17.0%	77.7%
Drove after drinking in past 60 days	10.0%	78.3%	9.1%	84.2%	7.7%	80.8%	6.2%	73.2%
Did not drive after drinking in past 60 days	25.6%	86.3%	14.7%	83.2%	16.3%	80.7%	15.7%	80.1%

Across all survey years, among those more inclined to exhibit risky driving behavior the perceptions of being penalized for law-breaking were different than those who did not participate in risky behavior.

#### **Awareness of Law Enforcement Efforts Regarding Influenced Driving**

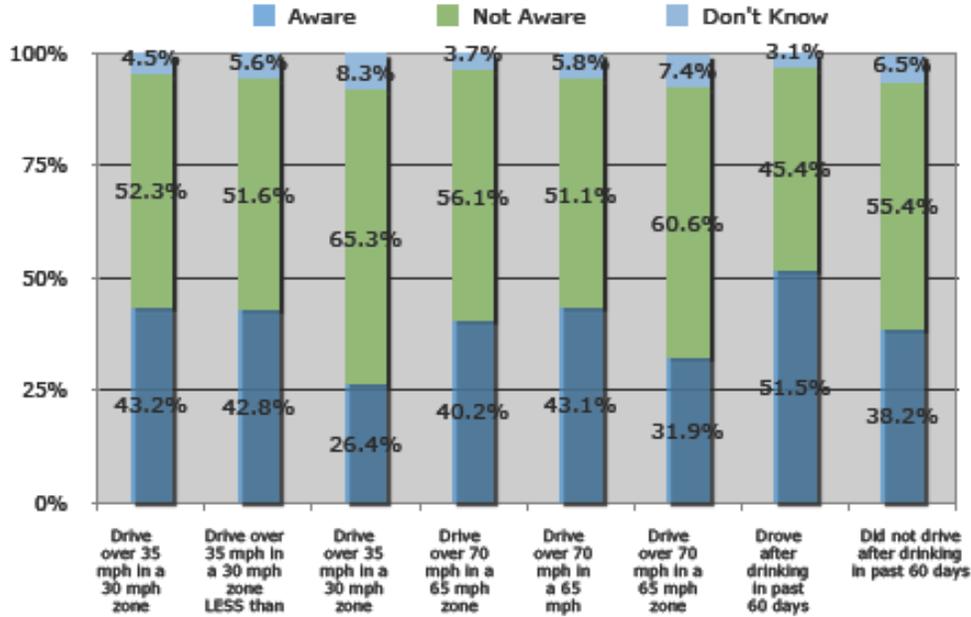
When looking again at the pattern of risky driving behavior and perceptions of law enforcement messages or efforts to reduce influenced driving, there are interesting patterns. First of all, those who reported having operated a motor vehicle after having at least one drink in the past 60 days are more aware of law enforcement messages regarding influenced driving than those who have not driven after drinking, a pattern which holds from 2011 to 2014.

<b>Aware of Driving Under the Influence Reduction Efforts by Law Enforcement</b>				
	2011	2012	2013	2014
Drive over 35 mph in a 30 mph zone MORE than half the time	48.6%	62.2%	41.8%	43.2%
Drive over 35 mph in a 30 mph zone LESS than half the time	54.8%	63.4%	53.5%	42.8%
Drive over 35 mph in a 30 mph zone NEVER	52.1%	56.1%	44.4%	28.4%
Drive over 70 mph in a 65 mph zone MORE than half the time	48.8%	64.7%	47.3%	40.2%
Drive over 70 mph in a 65 mph zone LESS than half the time	55.6%	62.2%	54.9%	43.1%
Drive over 70 mph in a 65 mph zone NEVER	51.1%	58.4%	38.2%	31.9%
Drove after drinking in past 60 days	56.7%	70.0%	62.5%	51.5%
Did not drive after drinking in past 60 days	52.1%	59.8%	47.5%	38.2%

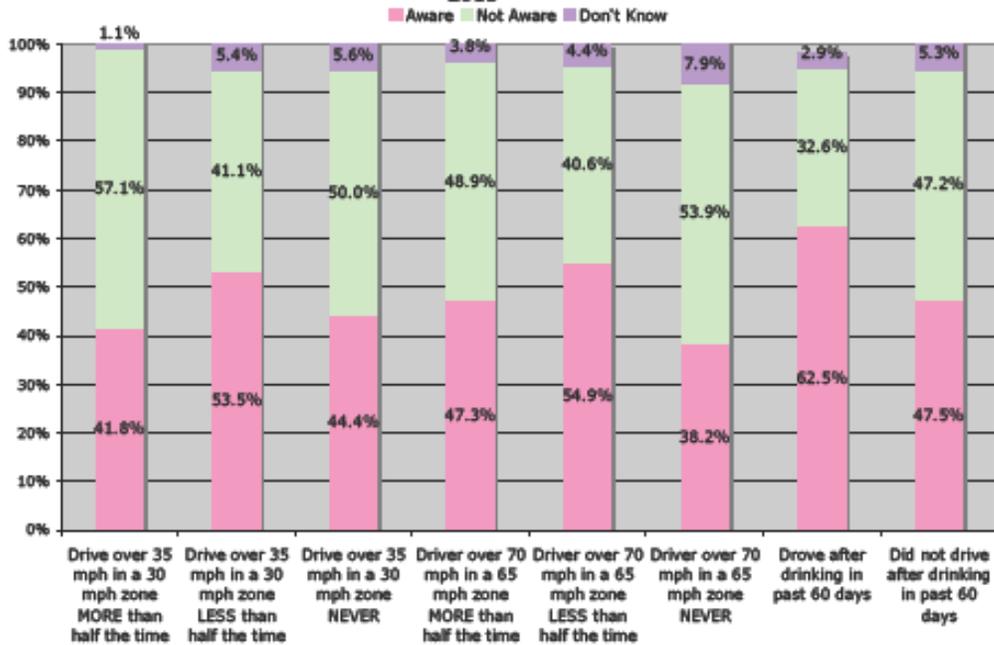
Another interesting pattern to note is that those who report speeding more than half the time or never are less likely than those who speed some, but less than half the time, are less likely to report being aware of law enforcement messages regarding dangerous driving, though none of the percentage differences are statistically significant. For example, in 2013, 47.3% of those who drive at least five miles over the speed limit in a 65 mph zone more than half the time are aware of law enforcement messages regarding driving under the influence, compared to 38.2% of those who report never speeding, and nearly 55% of those who speed less than half the time (see separate cross tabulations document).

For the most part, there have been no significant changes in data patterns in the past five survey cycles (2010 - 2014). Data will continually be tracked in the future to determine if any changes arise, or if trending patterns hold steady.

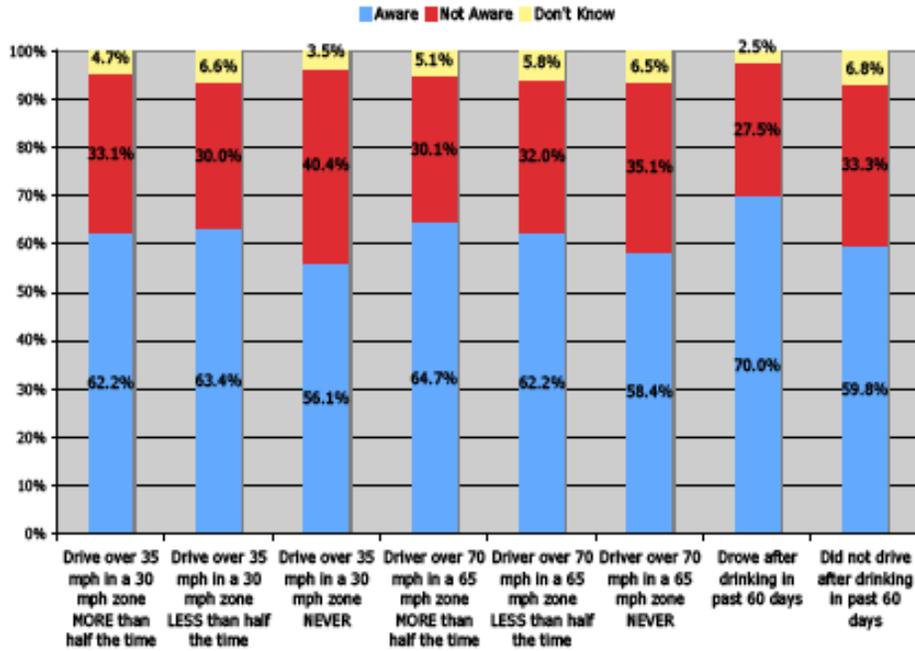
**Awareness of Law Enforcement Efforts Regarding Influenced Driving 2014**



**Awareness of Law Enforcement Efforts Regarding Influenced Driving 2013**



**Awareness of Law Enforcement Efforts Regarding Influenced Driving 2012**



**Awareness of Law Enforcement Efforts Regarding Influenced Driving 2011**

