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## OKLAHOMA

# 2017 ANNUAL REPORT OKLAHOMA HIGHWAY SAFETY OFFICE



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## Table of Contents

<i>Preface</i> .....	<i>iii</i>
<i>Oklahoma Highway Safety Office Vision and Mission Statements</i> .....	<i>iv</i>
<i>Executive Summary</i> .....	<i>1</i>
<i>OHSO Organizational Chart</i> .....	<i>3</i>
<i>NHTSA Core Outcome (C) and Behavior (B) Performance Measures</i> .....	<i>4</i>
<i>C-1 Number of Traffic Fatalities (FARS DATA)</i> .....	<i>4</i>
<i>C-2 Number of Serious Injuries (OK DATA)</i> .....	<i>4</i>
<i>C-3 Fatality Rates (FARS)</i> .....	<i>5</i>
<i>C-4 Unrestrained Fatalities, all seating positions (FARS)</i> .....	<i>6</i>
<i>C-5 Number of Fatalities , operator .08 or more BAC (FARS)</i> .....	<i>7</i>
<i>C-6 Speed Related Fatalities (FARS)</i> .....	<i>7</i>
<i>C-7 Motorcyclist Fatalities (FARS)</i> .....	<i>8</i>
<i>C-8 Unhelmeted Motorcyclist Fatalities (FARS)</i> .....	<i>8</i>
<i>C-9 Drivers Under Age 21 Involved in Fatal Crashes (FARS)</i> .....	<i>9</i>
<i>C-10 Number of Pedestrian Fatalities (FARS)</i> .....	<i>9</i>
<i>C-11 Number of Pedalcyclist Fatalities (FARS)</i> .....	<i>10</i>
<i>B-1 Statewide Seat Belt Use Rate</i> .....	<i>10</i>
<i>5-Year Summary - NHTSA Core Performance Measures for Oklahoma</i> .....	<i>11</i>
<i>Other Performance Measures</i> .....	<i>12</i>
<i>Coordination with the State Strategic Highway Safety Plan (SHSP)</i> .....	<i>14</i>
<i>Traffic Safety Surveys</i> .....	<i>14</i>
<i>Partnerships in Traffic Safety</i> .....	<i>14</i>
<i>Your Life Matters: Drive Like It</i> .....	<i>14</i>
<i>Distracted Driving</i> .....	<i>15</i>
<i>Safe Communities/Community Traffic Safety Programs</i> .....	<i>15</i>
<i>Other Notable Events</i> .....	<i>15</i>
<i>Enforcement Activity Statewide</i> .....	<i>16</i>
<i>Participation in Nationwide Mobilizations</i> .....	<i>17</i>
<i>Impaired Driving Program Summary</i> .....	<i>17</i>
<i>Impaired Driving Program Activities</i> .....	<i>18</i>
<i>Impaired Driving Projects Not Implemented or Activity Less Than Anticipated</i> .....	<i>22</i>
<i>Motorcycle Safety Program Summary</i> .....	<i>23</i>

<i>Motorcycle Safety Program Activities</i> .....	23
<i>Motorcycle Safety Projects Not Implemented or Minimal Activity</i> .....	24
<i>Occupant Protection Program Summary</i> .....	25
<i>Program Activities</i> .....	25
<i>Bicycle/Pedestrian Safety Program Summary</i> .....	27
<i>Program Activities</i> .....	27
<i>Police Traffic Services/Speed Abatement Program Summary</i> .....	28
<i>PTS/Speed Program Activities</i> .....	28
<i>PTS/Speed Projects Not Implemented or Minimal Activity</i> .....	30
<i>Statewide Data Systems/Traffic Records Program Summary</i> .....	31
<i>Program Activities</i> .....	31
<i>Traffic Record Projects Not Implemented or Activity Less Than Anticipated</i> .....	32
<i>Railroad Safety Program Summary</i> .....	32
<i>Program Activities</i> .....	32
<i>Driver Education Program Summary</i> .....	32
<i>Program Activities</i> .....	32
<i>Media Program Summary</i> .....	33
<i>Program Activities</i> .....	33
<i>Equipment Purchased</i> .....	36
<i>Obligations and Expenditures by Project Area Group</i> .....	37
<i>Attachment A - Attitude &amp; Awareness Survey 2017</i> .....	A-1

This annual report is required by NHTSA for the Federal Fiscal Year 2017 - from October 1, 2016 through September 30, 2017. This report contains a variety of crash data statistical references. The latest finalized crash data currently available from the NHTSA FARS database (Fatality Analysis Reporting System) is calendar year 2015. The latest finalized crash data available from the State of Oklahoma crash database is calendar year 2016. **Due to corrections made in the FARS database which are not reflected in the Oklahoma database, there are often significant statistical differences related to actual numbers, use rates and percentages between FARS data and State data. With the exception of the number of serious injuries and the seat belt use rates, all the Core Performance Measures addressed in this report are based on FARS data, and therefore FARS 2016 *preliminary* data will be used when available. When FARS preliminary data is not available, Oklahoma Finalized Data will be used. *Any data identified as 2017 Oklahoma data or FARS 2016 data should be considered, for comparison purposes in goals and targets, as preliminary in nature only and subject to change.***



***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 OHHSO reports, data and available materials online at: <http://ohso.ok.gov/>

## Executive Summary

The mission and 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 2017.

The Highway Safety Office provides funding on an annual basis for projects in several areas related to traffic safety, including:

- Bicycle and Pedestrian Safety
- Data/Traffic Records
- Driver Education
- Emergency Medical Services
- Impaired Driving Prevention
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Selective Traffic Enforcement Projects with local governmental agencies
- Railroad Highway Crossing Safety
- Distracted Driving

In calendar year 2016, there were 628 traffic collisions involving a fatality in the State of Oklahoma, in which 687 persons lost their lives<sup>1</sup>. This is an increase of 42 fatalities from the 645 persons killed in traffic crashes in 2015<sup>2</sup>. Even more significant is the fact that of those 628 fatality collisions, 173 of them were alcohol-related, meaning one or more of the drivers or motorcycle operators involved had a positive test for blood alcohol – 158 of those having a BAC of .08 or more. This clearly demonstrates that drinking and driving is still a problem in this state.

The observed statewide seat belt use rate in Oklahoma reached 86.9% in 2017, the highest rate since this survey was initiated<sup>3</sup>. Generally speaking, the western half of the State (west of the I-35 corridor) had the lowest seat belt use rate at 83.7% while the Southeast part of the State had the highest at 89.5%. The highest sampled county use rate was in Wagoner County (95.8%), with Caddo County having the lowest (74.1%). Our state rate, however, continues to lag behind the national rate. To strive to improve our efforts in this area, the OHSO hosted a NHTSA Occupant Protection Assessment in April. This event brought in a number of subject matter experts in various fields to review our current programs and make recommendations on how to improve our efforts. We are still in the process of reviewing those recommendations.

The OHSO entered its fourth year of using the IntelliGrants Grant Management Program called *OKGrants*. This web-based system has shown itself to be a valuable tool in initiation and management of the many grants awarded through the OHSO each year.

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<sup>1</sup> *Oklahoma Crash Facts 2016*

<sup>2</sup> *FARS Database 2015*

<sup>3</sup> *Oklahoma Seat Belt Observation Study Summer 2017*

Another challenge has been to address the growing problem of motorcycle crashes. 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.

The number of pedestrian fatalities has continued to rise in recent years, not only in Oklahoma but in most of the surrounding states. While we have partnered with several agencies to address problems locally, we will continue to research causes and ways to better approach this problem on a statewide basis.

Here are a few notable success stories from some of the 2015 projects.

❖ *Statewide RiderCoach Conference*

The first RiderCoach Educational Conference in the state of Oklahoma was conducted November 5-6, 2016 at OSU-OKC. This conference brought trainers and educators together to provide up to date training on current motorcycle safety topics, including MSF required training for trainers.

❖ *Impaired Driving Investigator Initiative*

CLEET and the Board of Tests rolled out a new training initiative to assist in the identification and prosecution of impaired driving cases. This initiative consists of four levels of advanced training to provide a higher degree of expertise in the arrests and prosecution of impaired driving cases. One of these levels, step 3, is named the Dubowki Course, after Dr. Kurt Dubowski, Chairman Emeritus and Director Emeritus of the Board of Tests, who recently passed away.

❖ *DCCCA, Inc. SAFE Teen Seat Belt Project*

After its first year in Oklahoma in 2015 at Grove High School, the SAFE program has now expanded to nine (9) schools. This seat belt programs includes activities and awards as well as an enforcement period involving local law enforcement agencies.

❖ *OHP Impaired Driving Liaison Project*

Six State Troopers designated as Impaired Driving Liaisons assigned to the OHSO conducted 104 impaired driving checkpoint/area wide emphasis events throughout the state. These events were multi-agency and multi-jurisdictional.

Overall, we feel we 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.

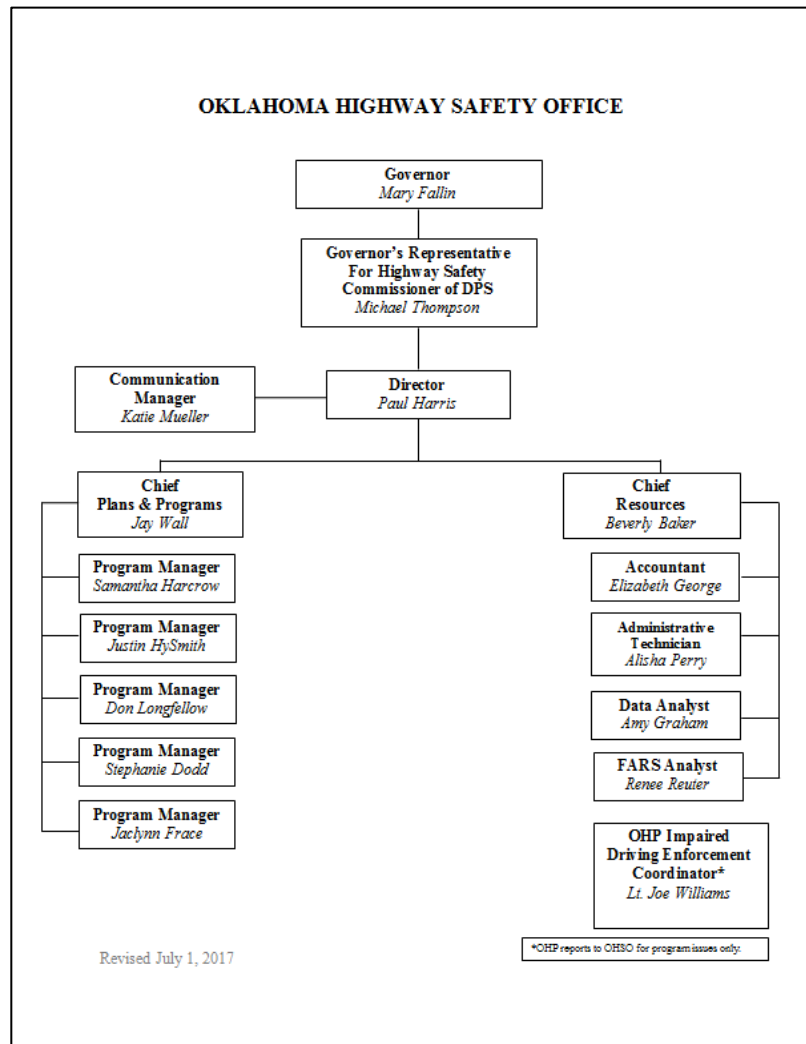
Respectfully,

Paul Harris, Director  
Oklahoma Highway Safety Office

## OHSO Organizational Chart

The Highway Safety Office currently has an office staff of fifteen full-time employees, including:

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



In addition to the office staff, the OHSO has six full-time Highway Patrol Troopers assigned as Impaired Driving Liaisons and one full-time OHP Lieutenant who serves as the Statewide Impaired Driving/Occupant Protection Enforcement Coordinator to promote impaired driving and occupant protection enforcement efforts statewide.

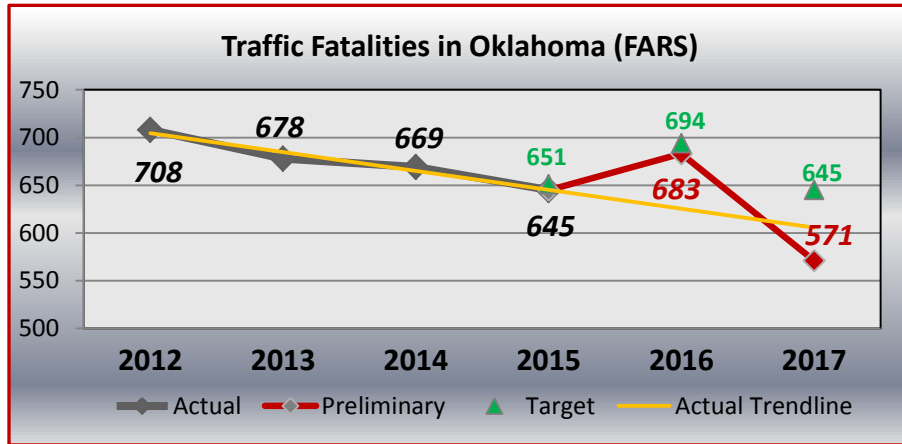


**NHTSA Core Outcome (C) and Behavior (B) Performance Measures**

**C-1 Number of Traffic Fatalities (FARS DATA)**

*Target: To decrease the number of traffic fatalities from 669 in 2014 to 645 in 2017.*

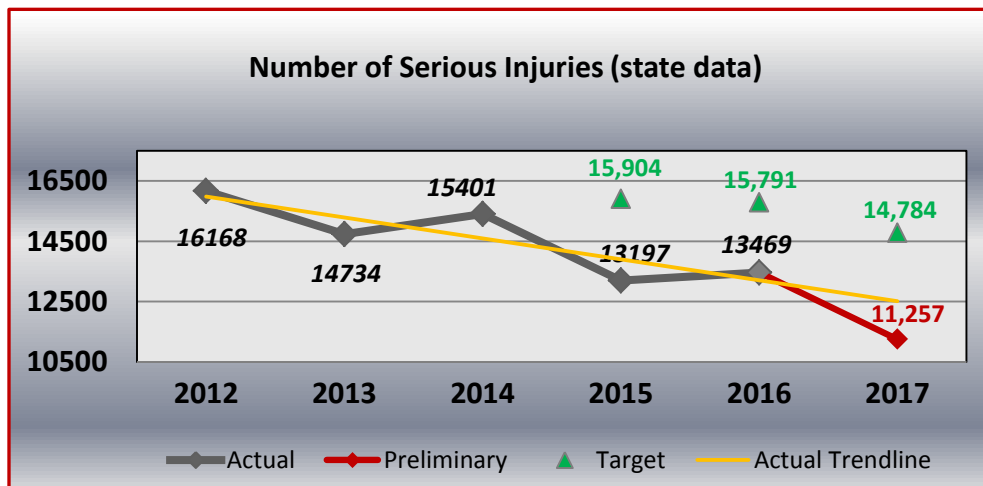
Oklahoma met its 2015 target with 645 fatalities reported. The FARS statistics for 2016, while preliminary in nature, indicate that the 2016 target will probably be met, even though the number of fatalities increased. The Oklahoma year-to-date statistics for 2017 are also preliminary and subject to change; however, at this point they indicate that fatalities will decrease from the 2016 level.



**C-2 Number of Serious Injuries (OK DATA)**

*Target: To maintain at the 2014 level or limit an increase in the number of Serious Injuries in MVC from 14,732 in 2014 to 14,784 in 2017.*

Oklahoma met its 2015 target with 13,197 serious injuries reported. Over the last several years, the number of serious injuries (incapacitating and non-incapacitating) has reflected a downward trend, from a high of 16,190 in 2011 to 13,469 in 2016 (Oklahoma crash data). Based on preliminary 2017 reports, it appears that the number of serious injuries will continue to decrease.



**C-3 Fatality Rates (FARS)**

Target: To decrease the Statewide Fatalities per 100 MVMT rate from 1.40 in 2014 to 1.36 in 2017

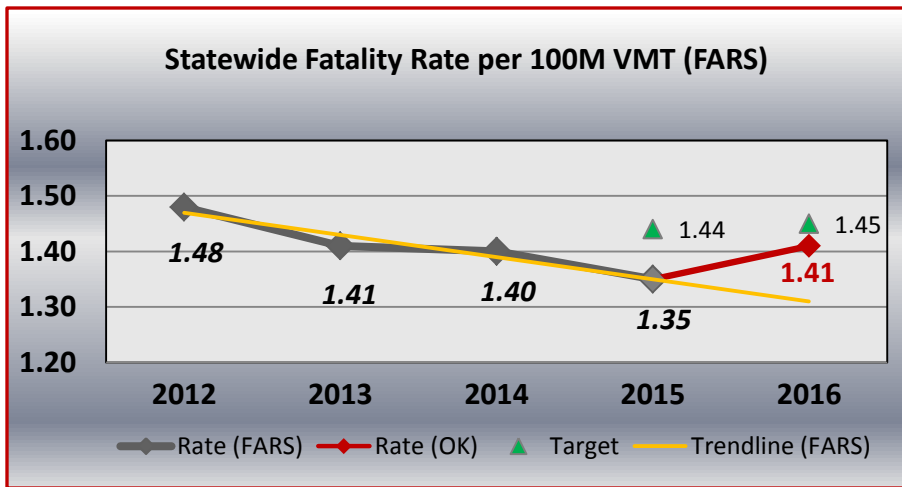
Target: To decrease the Rural Fatalities per 100 MVMT rate from 2.24 in 2014 to 2.11 in 2017.

Target: To maintain at the 2014 level or limit an increase in the Urban Fatalities per 100 MVMT rate from 0.75 in 2014 to 0.80 in 2017.

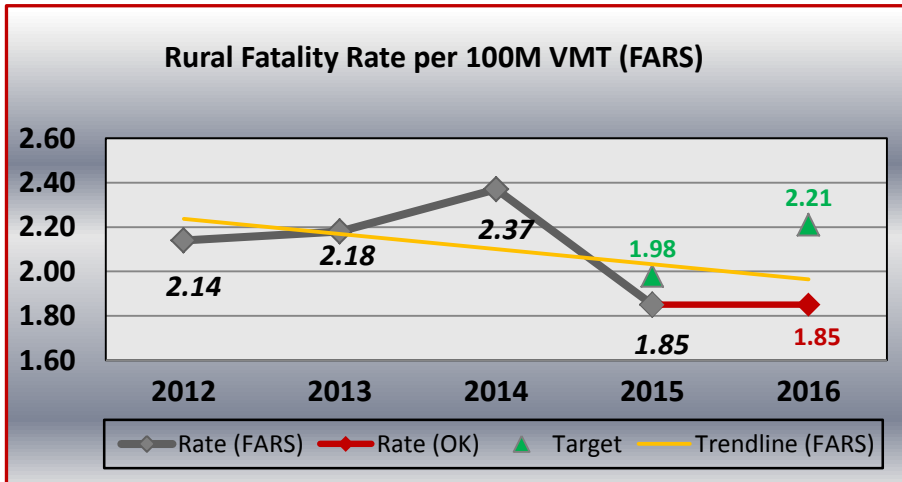
Note: The FARS data for CY2016 and CY2017 and the 2017 Vehicle Miles Traveled (VMT) data from the Oklahoma Department of Transportation is not yet available, therefore timely comparisons for 2017 for these outcome measures using State or FARS data are not available.

The measurement of fatalities per 100 million vehicle miles traveled (VMT) is a relatively small statistical number and thus a small deviation can reflect a statistically significant change. The 2016 rates reflected in the below charts are based on state data.

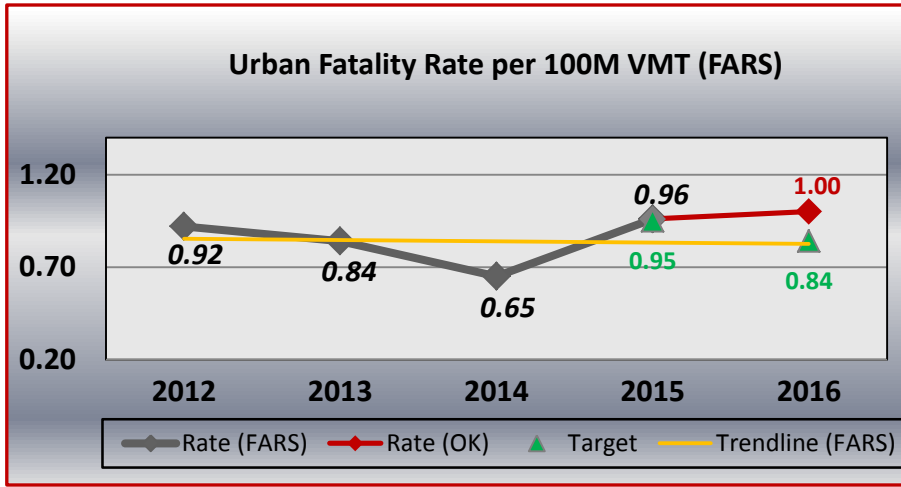
Oklahoma met its 2015 statewide target with a fatality rate of 1.35. Based on state data, the fatality rate for 2016 has increased to 1.41 fatalities per 100 Million VMT. This is consistent with other data, as the number of fatalities in 2016 increased by approximately 6% while the number of vehicle miles traveled in 2016 increased by approximately 2%.



Oklahoma met its 2015 urban fatality target rate of 1.85. In 2016, Oklahoma began using a 5 year Rolling Average (RA) for target projections which reflected an expected increase in the target rate to 2.21. Oklahoma also met this target in maintaining the 1.85 rate for 2016.



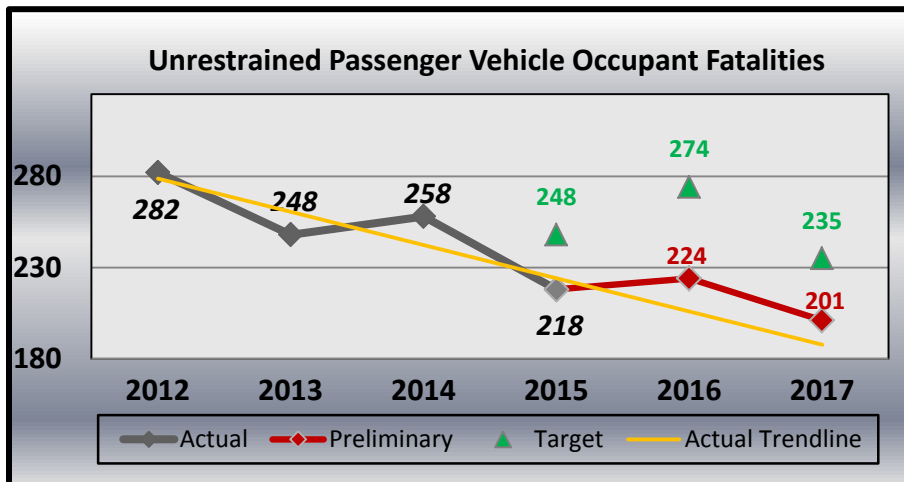
Oklahoma did not meet its 2015 or 2016 targets for the urban fatality rate, indicating a need for increased efforts in identified urban areas based on problem identification (defined as cities having a population of 5,000 or more).



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

*Target: To decrease the number of unrestrained occupant fatalities (all seat positions) from 258 in 2014 to 235 in 2017.*

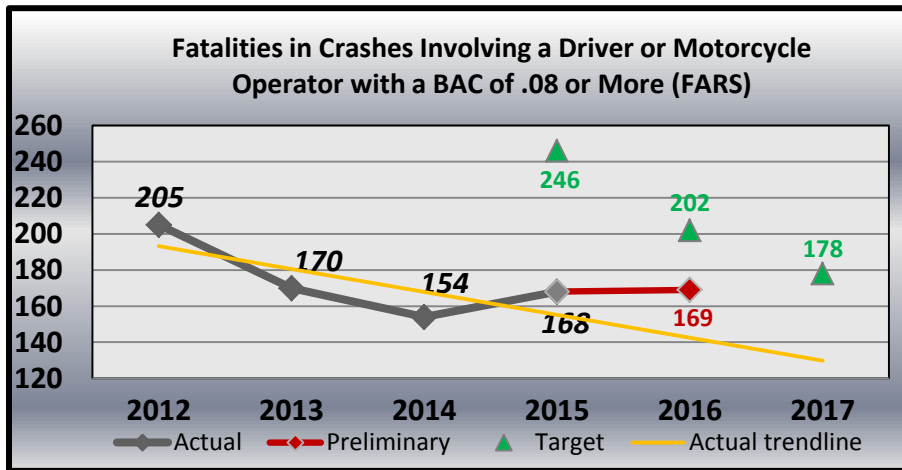
Oklahoma met its 2015 target goal, with the number of unrestrained fatalities down from 258 in 2014 to 218 in 2015. The 2017 statewide belt use survey indicated reported the seat belt use rate had increased to 83.9%. Preliminary data reflects that the numbers for unbelted fatalities in 2017 will remain at or below the 2016 results, continuing a gradual downward trend over the last several years.



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

*Target: To maintain at the 2014 level or limit an increase in fatalities involving a driver/operator .08 or more BAC from 154 in 2014 to 178 in 2017.*

After several years of increased emphasis on impaired driving, Oklahoma met and greatly exceeded the 2014 target, reducing the number of .08 impaired fatalities from 220 in 2011 to 154 in 2014. This statistic has slowly increased once again over the last two years indicating that continuing efforts are needed in this area.

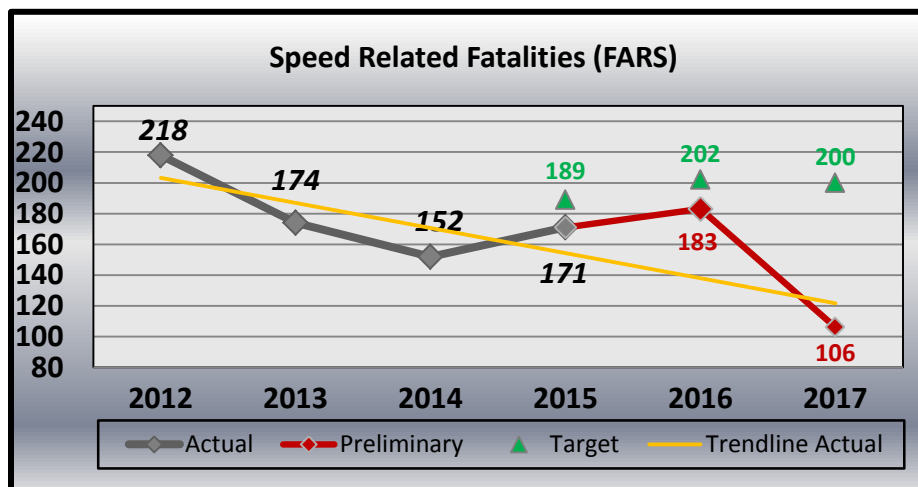


*Due to significant differences in state versus FARS data, the preliminary result for 2016 included in the above graph is an average of the state 2016 final and FARS 2016 preliminary results. Due to delays in receipt and analysis of BAC data, review of 2017 YTD results does not yield a viable basis for evaluation of the 2017 target result.*

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

*Target: To maintain at the 2014 level or limit an increase in speed-related fatalities from 152 in 2014 to 170 in 2017.*

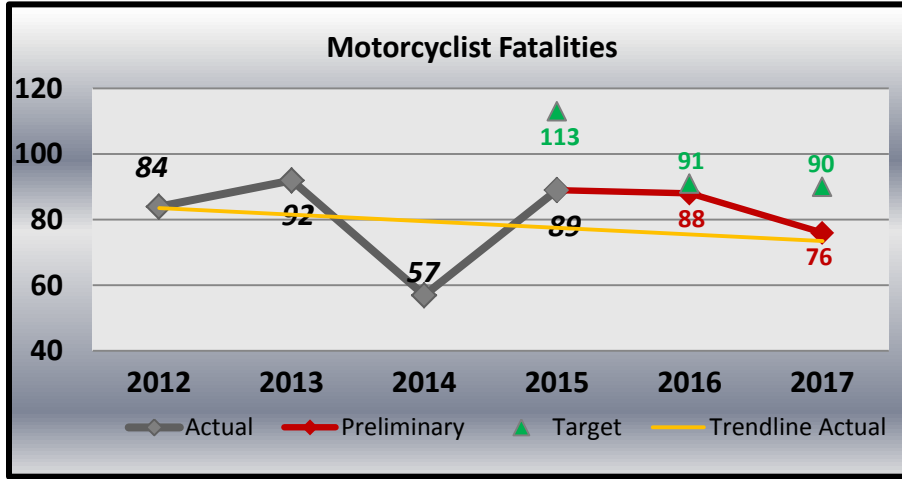
Oklahoma met the 2015 target goal with 171 speed-related fatalities in 2015 and preliminary data indicates the 2016 result will also exceed projections. The 2016 preliminary data and 2017 year-to-date state data indicate a continued decrease in the number of speed-related fatalities.



**C-7 Motorcyclist Fatalities (FARS)**

*Target: To maintain at the 2014 level or limit an increase in motorcycle fatalities from 57 in 2014 to 88 in 2017.*

Oklahoma met the 2015 target and preliminary data indicates that the 2016 and 2017 targets will also be met. While motorcycle fatalities continue to be an area of concern, it appears that motorcycle safety efforts are

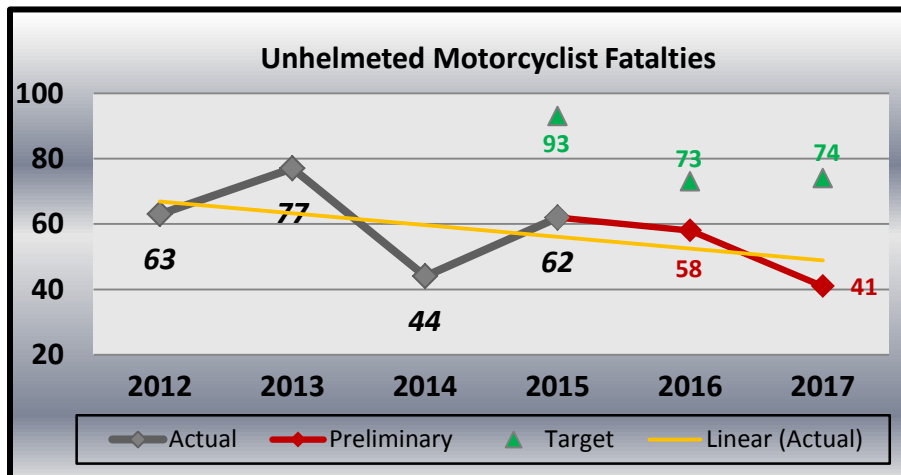


having a positive effect at this point.

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

*Target: To maintain at the 2014 level or limit an increase in unhelmeted motorcycle fatalities from 44 in 2014 to 74 in 2017.*

Oklahoma met the 2015 target and appears to be on track to also meet the 2016 and 2017 target projections. As stated in measure C-8, motorcycle fatalities, and in particular unhelmeted fatalities, continue to be an area of concern. Efforts to address this have been expanded over the last several years.

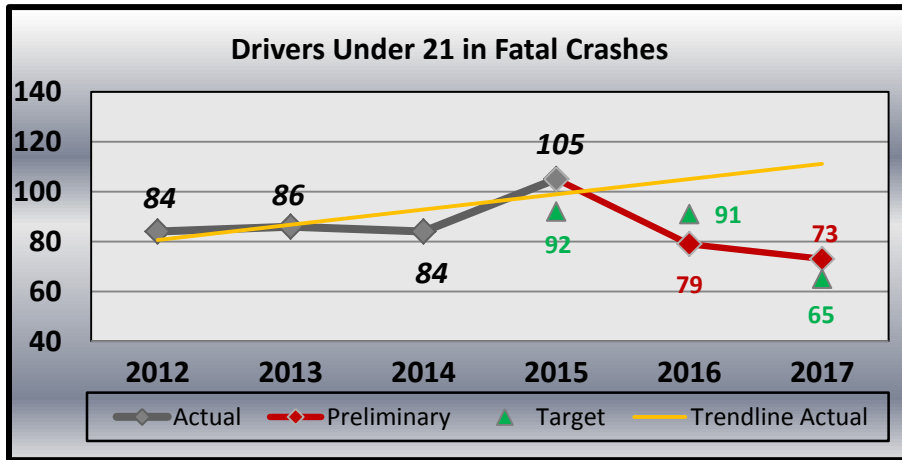


*Due to significant differences in state versus FARS data, the preliminary result for 2016 included in the above graph is an average of the state 2016 final and FARS 2016 preliminary results.*

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

Target: To decrease the number of drivers under the age of 21 involved in fatal crashes from 84 in 2014 to 65 in 2017.

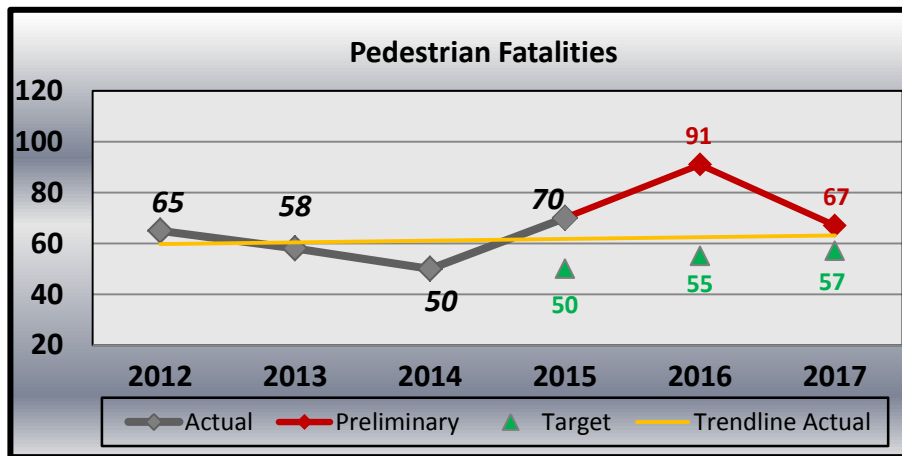
Oklahoma did not meet its 2015 target, but that year appears as somewhat of an anomaly based on prior years results. Oklahoma does appear to have met its 2016 target and appears to be course to meet or be close to the 2017 target of 65 fatal crashes involving drivers under age 21.



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

Target: To maintain at the 2014 level or limit an increase in pedestrian fatalities from 50 in 2014 to 57 in 2017.

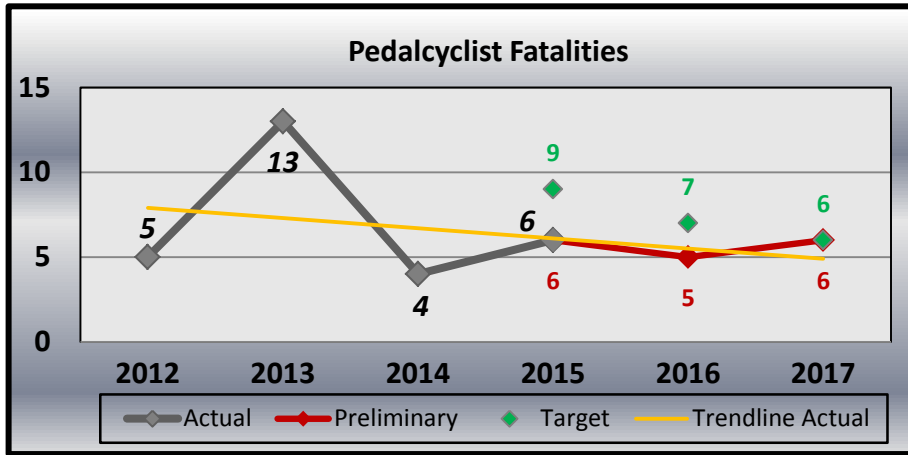
Oklahoma did not meet the 2015 target, with 70 Pedestrian fatalities reported. For unspecified reasons, the pedestrian fatalities continued to increase to a high of 91 in 2016. While representing a relatively smaller percentage of total traffic fatalities, this area has nonetheless shown an increase over the last several years. Additional efforts are being researched to find improved ways to address this area.



**C-11 Number of Pedalcyclist Fatalities (FARS)**

*Target: To maintain at the 2014 level or limit an increase in pedalcyclist fatalities from 4 in 2014 to 6 in 2017.*

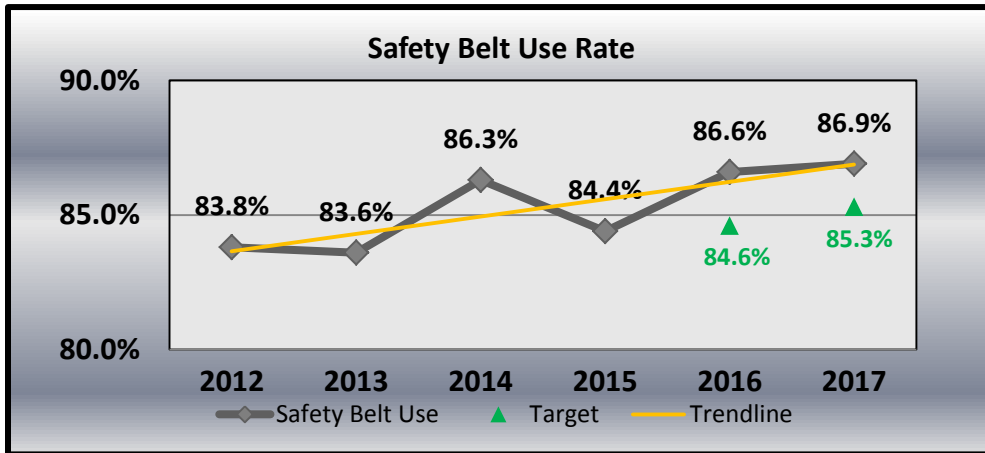
With the exception of CY2013, the number of pedalcyclist fatalities each year has remained low. The target projections for 2015 and 2016 appear to be met and indications are that 2017 will be close to if not the same as the projection. The INCOG Bicycle/Pedestrian Safety Project addresses both pedestrian and pedalcyclist safety within the City of Tulsa. There is currently no statewide bike/pedestrian safety project or directed emphasis developed other than that discussed within the ODOT bike/ped safety committee and the items identified within the Strategic Highway Safety Plan.



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

*Target: To increase the statewide safety belt use rate from 84.4% in 2015 to 85.3% in 2017.*

In 2017, the Oklahoma seat belt use rate in Oklahoma reached its highest rate since annual surveys began, with 86.9% of drivers and front seat passengers restrained according to the annual statewide survey. Improvement in this area has been slow and difficult to achieve over the last several years, despite increased efforts as identified in the statewide OP strategic plan. Oklahoma will continue to explore other methods to increase the use rate.



**5-Year Summary - NHTSA Core Performance Measures for Oklahoma**

	2012	2013	2014	2015	2016*	2017**
<b>Traffic Fatalities (FARS)</b>	709	678	669	645	683	561
<b>Number of Serious Injuries (OK-AB)</b>	16,168	14,734	15,401	13,197	13,469	11,257
<b>Fatalities/VMT Overall (FARS)</b>	1.48	1.41	1.40	1.35	1.41 <sup>†</sup>	N/A
<b>Fatalities/VMT – Rural (FARS)</b>	2.15	2.18	2.24	1.85	1.85 <sup>†</sup>	N/A
<b>Fatalities/VMT – Urban (FARS)</b>	0.92	0.84	0.75	0.96	1.00 <sup>†</sup>	N/A
<b>Unrestrained Fatalities (FARS)</b>	282	248	258	218	224	201
<b>Fatalities Involving a Driver or Motorcycle Operator with a BAC of .08 or More (FARS)</b>	209	170	156	168	180	51
<b>Speed Related Fatalities (FARS)</b>	219	174	152	171	183	106
<b>Motorcyclist Fatalities (FARS)</b>	84	92	57	89	88	76
<b>Unhelmeted Motorcyclist Fatalities (FARS)</b>	63	77	44	62	64	41
<b>Drivers Under age 21 Involved in Fatal Crashes (FARS)</b>	84	86	84	105	79	73
<b>Pedestrian Fatalities (FARS)</b>	65	58	50	70	87	67
<b>Bicyclist (pedalcyclist) Fatalities (FARS)</b>	5	13	4	6	5	6
<b>Statewide Seat Belt Use Rate (OK)</b>	83.8%	83.6%	86.3%	84.4%	86.6%	86.9%
<b>Grant Funded Enforcement Activity (based on FFY)</b>						
<b>Seat Belt Citations</b>	46,276	22,043	47,638	38,511	28,662	28,228
<b>Impaired Driving Arrests</b>	3,570	3,781	3,939	3,803	3,243	3,030
<b>Speeding Citations</b>	47,995	48,202	32,994	39,511	41,785	41,143
*FARS preliminary data or final OK state data as indicated						
†Oklahoma state data – FARS not available						
**Oklahoma preliminary state data as of 12/10/2017						



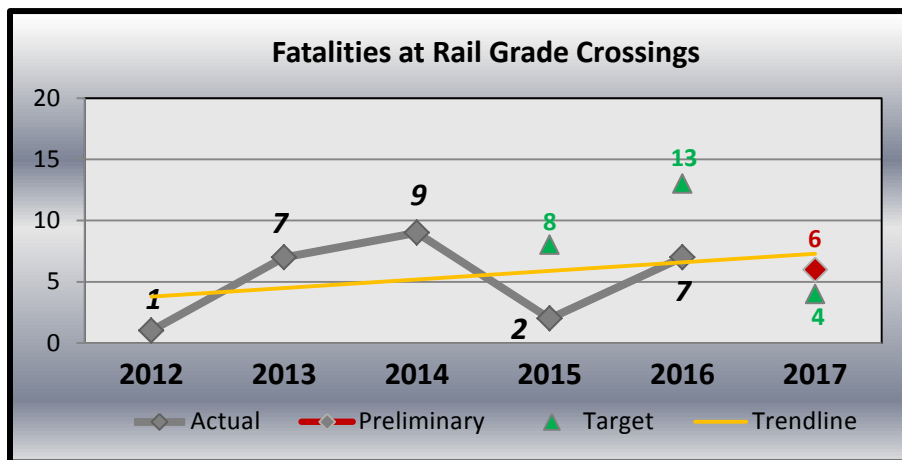
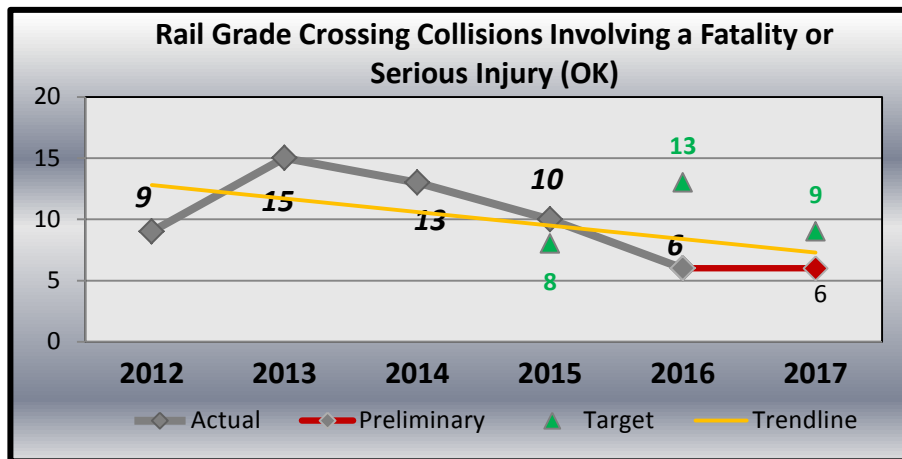
## Other Performance Measures

### Railroad Safety

*Target: To reduce the number of rail grade crossing fatality and serious injury crashes from 13 in 2014 (state data) to 9 in 2017.*

*Target: To reduce the number of rail grade crossing fatalities from 9 in 2014 (state data) to 4 in 2017.*

Oklahoma met this target in 2016 and appears on course to meet the 2017 target of 9 fatal or serious injury collisions at railroad crossings. Due to the relatively small number of such collisions annually, the number of collisions versus the number of fatal or serious injuries involved tends to fluctuate markedly from year to year where percentages are involved, especially if a single crash involves multiple fatalities. The primary emphasis in railway crossing safety is to decrease the number of collisions, thereby offering the best chance to decrease the number of fatal and serious injuries resulting from vehicle/train collisions.



### Drug-related fatalities

*Target: To decrease the number of drug-related fatalities by 5% from 63 in 2014 to 60 in 2017.*

The number of drug-related fatalities has been increasing over the last 3 years, from 63 in 2014, 85 in 2015 and 134 in 2016. While current reports only indicate 41 for 2017 year-to-date, this statistic is prone to change

markedly before 2017 data is finalized next year. Based on current trends, it is unlikely that Oklahoma will meet the target for this performance measure.

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### ***Distractions Drivers***

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*Target: To decrease the number of distracted drivers involved in distracted driving-related KAB crashes by 5% from 1,317 in 2014 to 1,251 in 2017.*

There were 1,405 drivers involved in KAB crashes with “driver distraction” indicated in 2016. With 1,179 drivers in KAB crashes possibly influenced by distraction for 2017 year to date, it is too early to get a clear indication of whether this target may be met or not.

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*Target: To decrease the number of distracted drivers age 16-24 involved in distracted driving-related KAB crashes by 5% from 325 in 2014 to 308 in 2017.*

As the 16-24 age group was identified as over-represented in distracted driving-related KAB crashes, this performance measure was identified. In 2014, there were 325 drivers age 16-24 involved in KAB crashes with driver distraction indicated, in 2015 there were 435, in 2016 there were 466, and year-to-date in 2017 there are 407. As in the above measures, it is too early to get a clear indication of whether the target for this performance measure will be met, but it is clearly a problem to be addressed.

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### ***Driver Education***

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*Target: To decrease the number of work-related transportation incidents by 5% from 67 in 2014 to 63 in 2017.*

According to the National Safety Council, there were 44 transportation incidents<sup>4</sup> in Oklahoma in 2015<sup>5</sup>. Statistics for 2016 and 2017 are not yet available.

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### ***Traffic Records***

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*Target: To increase the number of mappable city collisions statewide in the SAFE-T Collision Explorer Tools from 79.2% as of April 1, 2016 to 90% by September 30, 2017.*

With the submission of the FY2018 Section 405 grant application, as of March 31, 2017 approximately 82.6% of city street collisions statewide were mapped in SAFE-T. As of October 1, 2017, the percentage was 84.9%, falling short of the 90% projection.

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*Target: To increase the number of user agencies on PARIS from 4 in 2016 to 8 in 2017.*

One additional agency was added in 2017, bringing the total to five (5) agencies using the PARIS system. The reason additional users were not added was concern for adding new agencies to PARIS and then within 18-24 months moving them from PARIS to a possible new 5th edition MMUCC internet based crash reporting system.

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<sup>4</sup> A transportation incident is defined as an event including highway, nonhighway, air, water and rail fatal injuries, and fatal injuries resulting from being struck by a vehicle.

<sup>5</sup> National Safety Council Injury Facts, 2017 Edition

*Target: To increase the number of collision reports submitted through electronic means by 10%, from 34,952 in FY2015 to 38,447 in FY2017.*

There were 50,476 collision reports submitted through the two electronic crash reporting systems in CY2017, meeting projections. See above comments regarding further expansion of the system at this time.

*Target: To complete development of the PARIS.web electronic crash reporting and integration program and begin marketing to state agencies during FY2017.*

PARIS.web was also put on hold pending the 5th edition MMUCC release which occurred a few months ago. PARIS.web was to transition the alternative web-based Collision Reporting System (CRS) into the same validation rules as the PARIS system and then expand that, which would be at an increased cost to OHSO for OU to develop the same validation rules from PARIS into CRS.

### ***Coordination with the State Strategic Highway Safety Plan (SHSP)***

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

### ***Traffic Safety Surveys***

Through agreements with our partners, the OHSO conducted several statewide traffic safety surveys in 2017:

- Statewide Seat Belt Use Survey (OP-17-05-01-00)
- Statewide Child Restraint Use Survey (OP-17-05-01-00)
- Attitude & Awareness Survey (split funded PM-17-02-01-01, M2PE-17-02-01-01, M5PEM-17-02-01-01)

### ***Partnerships in Traffic Safety***

#### ***Your Life Matters: Drive Like It***



*Your Life Matters: Drive Like It* was a partnership between the Oklahoma Department of Transportation, the Oklahoma Highway Safety Office and the Oklahoma Turnpike Authority along with other associate partners. The goal of the campaign aimed to help drivers understand their role in keeping work zones safe through setting aside distractions, slowing down and giving their full attention to the road.

The campaign ran in the month of May 2017 to increase work zone safety messaging statewide through the use of public service announcements, outdoor billboards along Oklahoma highways, social media interactions, press events and by Gov. Mary Fallin proclaiming work zone safety month in Oklahoma.

The campaign was multiplatform and including TV and Radio PSAs as well as online and social media. The campaign won ASSHTO's top award for PSA production and the Oklahoma City's Public Relations Society of America Chapters Top Award – Best in Show.

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### ***Distracted Driving***

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

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

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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 meet either monthly or quarterly to discuss, promote and coordinate traffic safety efforts in their general areas..

Three advanced collision investigation training courses for law enforcement were held this year. Through a grant with the Highway Safety Office, the training division with the Oklahoma Highway Patrol conducted level 1, 2 and 3 of the Advanced Crash Investigation Course to include local city and county enforcement agencies.

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### ***Other Notable Events***

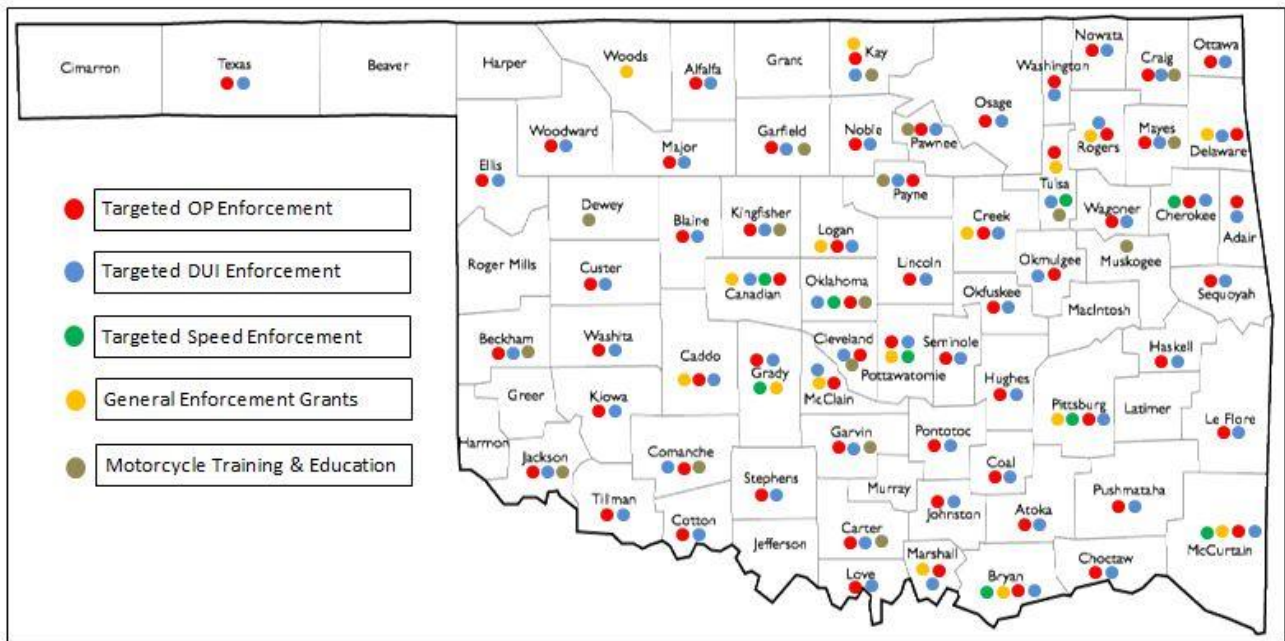
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- OHSO hosted the annual *Project Directors Training Course* held at the Embassy Suites Hotel and Conference Center in Oklahoma City, October 5-6, 2016, with about 100 representatives from grantee agencies in attendance. This event trains and equips our grantees across the state to have the knowledge and resources necessary to successfully conduct their projects for the coming year.
- In order to better evaluate the statewide DRE program, a new DRE Oversight Committee was developed with the stated purpose “To aid the Oklahoma Highway Safety Office and the Governor’s Impaired Driving Prevention Advisory Council (GIDPAC) in implementation of a statewide plan for reducing the incidents of impaired driving...” The committee membership is composed of DRE experts, including the State DRE Coordinator and the Regional Coordinator for each of the designated regions that have been developed within the state.
- The OHSO hosted the annual *Oklahoma Traffic Safety Forum* at the Embassy Suites Hotel and Conference Center in Oklahoma City May 16-17 , 2017, with approximately 200 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.

- On September 28, 2016, 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 future.
- Through partnership between the Oklahoma Highway Safety Office and OSU-OKC, the first RiderCoach Educational Conference in the state of Oklahoma was held November 5-6, 2016 at OSU-OKC. The goal of this conference was to explore and navigate the future of motorcycle training in Oklahoma and provide an opportunity for all state certified motorcycle instructors to tap into each other's expertise, network, and hold meaningful discussions.

**Enforcement Activity Statewide**

Oklahoma Law Enforcement Agencies conducted grant funded enforcement activities in 68 of 77 counties in Oklahoma during FFY2017. The map below indicates the types of activity conducted, both enforcement and non-enforcement, and the funding source utilized.



*A total of 52 law enforcement agencies received grants which included funding for overtime traffic enforcement activities - resulting in a total of 149,369 written violations issued.*

DUI	3,030
OP	28,228
Speed	41,143
Others	63,362
<b>Total</b>	<b>135,763</b>

## Participation in Nationwide Mobilizations



Oklahoma participated in the 2017 *Click It or Ticket*, *Drive Sober or Get Pulled Over* and December Holiday Impaired Driving mobilizations. The Labor Day and December Holiday impaired driving mobilizations were conducted with the Oklahoma ENDUI tagline. The OHSO website contains a Mobilization Reporting System which allows agencies to submit participation activity electronically for each mobilization. For several years Oklahoma has employed law enforcement 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 state press event for the Labor Day impaired driving mobilization took place at Memorial Cemetery in Tulsa on August 29, 2017 to highlight the grim reality of DUI. The press event for the December Holiday impaired driving mobilization was organized by Tulsa Safe Communities and took place at the Woodland Hills Mall. Partners for this event included UBER, MADD and Stop DUI Oklahoma.

The press event for the May *Click It or Ticket* mobilization took place during the annual OHSO Traffic Safety Forum, May 16, 2017 in Oklahoma City. This event used signage to indicate the number of fatalities and unbelted fatalities in Oklahoma in 2015.

The results of the media/communications activity during the mobilizations can be viewed under the media section of this report.



*The results of the FY2017 mobilization enforcement efforts are summarized in the following table:*

<b><i>Mobilization</i></b>	<b><i>Reporting Agencies</i></b>	<b><i>Impaired Driving Arrests</i></b>	<b><i>OP Citations</i></b>	<b><i>Speeding Citations</i></b>	<b><i>Other Citations</i></b>
<i>Click It or Ticket May 2017</i>	295	522	8,301	7,953	11,300
<i>Drive Sober or Get Pulled Over August 2016</i>	276	592	3,675	9,080	11,494
<i>Holiday Impaired Driving December 2016</i>	292	665	2,875	8,112	12,729

## Impaired Driving Program Summary

The Oklahoma Highway Safety Office recognizes, and prior NHTSA reviews corroborate, that impaired driving is a serious issue nationwide, but even more so in Oklahoma. Beginning in 2012, the OHSO increased its emphasis on impaired driving issues, including enhanced enforcement efforts, legislative efforts, judicial and prosecutorial training, treatment and prevention options, and PI&E efforts.<sup>6</sup> At the forefront of this increased emphasis were the efforts of the members of the Governor’s Impaired Driving

<sup>6</sup> NHTSA *Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition*

Prevention Advisory Council (GIDPAC), through Executive Order 2013-03 signed by Governor Mary Fallin on February 5, 2013 and resigned in 2015. This council has continued to meet quarterly since its creation and presented its formal recommendations to the Governor on Feb 5, 2014.

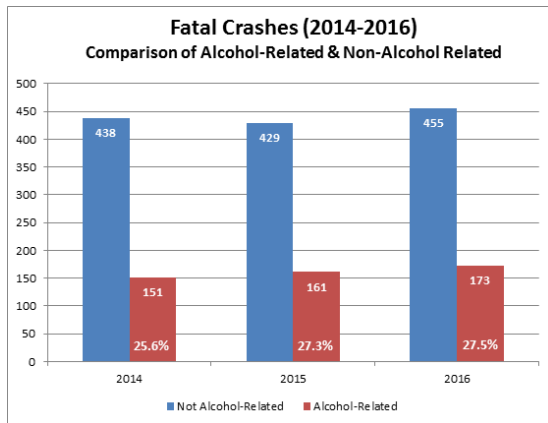
In FY2017, OHSO provided grants to 26 law enforcement agencies statewide, including the OHP, to conduct enforcement, training, or educational activities primarily dedicated to impaired driving affecting the majority of the counties in Oklahoma<sup>7</sup>. These overtime efforts resulted in 3,803 arrests 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 and Section 405(d), Oklahoma has developed a strategic Statewide Impaired Driving Plan which promotes sustained high-visibility enforcement of impaired driving violations and other related items, such as education, media, judicial and prosecution. 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. The following projects all contributed in some manner to the efforts described in the statewide plan.

***Impaired Driving Program Activities***

***OHP STATEWIDE HIGH VISIBILITY IMPAIRED DRIVING ENFORCEMENT  
OHP REGIONAL IMPAIRED DRIVING LIAISONS***

***M5HVE-17-03-02-11  
PT-17-05-02-10  
MSBAC-17-06-01-06***



Utilizing all 13 field Troops, the OHP conducted sustained overtime impaired driving enforcement in 66 of the State’s 77 counties. Data from KAB crashes was utilized to determine the amount of funding provided to each Troop which ranged from 1% in very rural low populated areas to 26% in the Oklahoma City Metro (Troop A) and 24% in the Tulsa Metro (Troop B). This project resulted in the arrest of 1,299 impaired drivers statewide during the grant year.



In addition to overtime enforcement, an OHP Statewide

Impaired Driving/Occupant Protection Coordinator and six (6) full-time Impaired Driving Liaisons. The IDLs are primarily tasked with the implementation and coordination of regional impaired driving areal-wide task force efforts to promote checkpoints and STEP programs directed at impaired driving as well as assisting with any training that may be needed. This year, the IDLs conducted 104 area-wide mobilizations events statewide.



*ENDUI Mobile Command Center*

The OHP Impaired Driving/OP Coordinator was employed to facilitate and coordinate the activities of the IDLs, field troops and local agencies in identification of problem areas and coordination of scheduling and reporting impaired driving-related activities. Among other duties, the coordinator employs a data-driven impaired driving strategic plan in conjunction with area-wide enforcement activities, under the immediate direction of a Impaired Driving Liaison. The four (4) Mobile Command Centers continue to be used in support of these efforts.

<sup>7</sup> See map on page 14

**OKLAHOMA COUNTY IMPAIRED DRIVING ENFORCEMENT**

**PT-17-03-15-10  
PT-15-03-16-08**

This project provided funding for overtime high-visibility impaired driving and occupant protection enforcement. Deputies and Reserve Deputies with OCSO worked a total of hours of overtime on this project, with 2,080 hours directed toward impaired driving enforcement, 2,313 hours for occupant protection enforcement and 5,112 hours of general traffic enforcement. Overtime enforcement resulted in 122 DUI arrests, 3,976 OP violations, 1,499 speeding violations and 4,759 other types of violations.

This project also funded a full-time deputy for impaired driving education and outreach. The education Project Deputy conducted a total of 72 safety education presentations during the year - 33 of which involved use of the Distracted/Impaired Driving Simulator purchased in FY2016.

**ODMHSAS 2M2L TASK FORCE PROJECT**

**M5OT-17-02-01-04  
M5OT-17-03-02-01**

The 2M2L (Too Much To Lose) project supports impaired driving prevention by providing resources for local agencies to conduct alcohol compliance enforcement efforts. The Department of Mental Health Substance Abuse Services, through its network of Regional Prevention Coordinators and in partnership with the ABLE Commission, worked with local law enforcement agencies to conduct enforcement of sales to minors, controlled party dispersals and bar checks for over service. In 2017, 11 out of 19 approved agencies participated in the project, conducting 32 such activities. The OHSO and ODMHSAS partnered in this grant, with OHSO providing primary oversight of the financial part of the grant and ODMHSAS providing primary oversight of program activities.

**ODMHSAS ALCOHOLEDU PROJECT**

**AL-17-05-01-04**

AlcoholEdu is an online course designed to allow students to travel virtually through a community to better understand the risks around drinking alcohol. The project this year allowed for the program to be made available to 31 schools across the state, including: Blanchard High School, Cimarron Junior-Senior School, El Reno High School, Harding Charter Prep High School, OK Centennial High School, Harper Academy, Hilldale High School, Santa Fe South High School, Thomas Edison Preparatory School, Yukon High School, Broken Arrow Academy, Edmond Santa Fe High School, Westmoore High School, Collinsville High School, Douglass High School, Emerson South High School, Phoenix Rising High School, Mentoring Healthy Parents Academy, Northeast Academy, Edmond Memorial High School, Capitol Hill High School, Putnam City High School, Boulevard Academy, South Moore High School, Pryor High School, Pryor Junior High School, Star Spencer High School, U.S. Grant High School, Davenport High school, Justice A. W. Seeworth Academy and Emerson Speck Homes.



*Project Deputy demonstrates the Distracted/Impaired Driving simulator*

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

*“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>8</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. For several years, the OHSO has partnered with the Oklahoma Board of Tests (BOT) and the Oklahoma State Bureau of Investigation (OSBI) to increase and improve testing and analysis of DUI test results.

The Board of Tests provided Thirty regional trainings throughout the State. In addition, the Coordinator also coordinated and participated in trainings for the District Attorney's Council, Schools, Judicial Conference, and private industries and rolled out the Impaired Driving Investigator initiative on June 28, 2017 at the Annual Conference of Chiefs of Police. For the 2016 calendar year, 617 operators were certified. There were 275 certifications that lapsed, which is attributed to attrition within agencies.

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 analysts to improve the timeliness of analysis. As a result, the average turnaround time for case analysis was decreased from 34 days to 22 days during this grant cycle. The number of cases over 30 days old increased during the grant period from 30 at onset to 59 at the end of year, falling short of projections.

***IMPAIRED DRIVING TRAINING COORDINATOR  
NORMAN PD DRE PROGRAM***

***M5TR-17-05-02-04  
AL-17-02-01-17***

With proper training, the ability and effectiveness of the officer to recognize and detect impaired drivers is greatly enhanced. In order to promote and provide necessary training in effective impaired driving enforcement (long recognized as a key ingredient in traffic safety efforts), OHSO partnered with the Norman Police Department and the Council on Law Enforcement Education and Training (CLEET) to provide training in the detection of impaired drivers.

DRE (Drug Recognition Expert) is a training course to aid in the detection and evaluation of impairment resulting from misuse of drugs, alcohol, or other substances that may impair driving ability. The DRE course is a rigorous two-week course and provides extensive knowledge concerning drug impairment. There was one DRE certification course conducted this year for 35 candidates, 23 of whom completed all requirements for certification. In addition, a new DRE Oversight Committee was created to oversee the DRE program and make recommendations for improvement of the program.

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

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

***M5TR-17-02-01-14  
M5CS-17-02-01-06***



District Attorneys and Judges are a critical component of the impaired driving prevention process. The OHSO continued this contract with the Oklahoma District Attorneys Council and East Central University to provide these key personnel with up-to-date, state-of-the-art customized training. The TSRP project conducted 107 hours of continuing education across 24 separate training events in 2017 to approximately 455 traffic safety partners. These training events included the 2017 Prosecutor Boot Camp and Trial Advocacy workshop; the annual Prosecuting the Impaired Driver Conference amongst other legal update and sobriety checkpoint presentations. Over 1,095 traffic safety partners received the TSRP "Highway Headlights" newsletter and other resource documents prepared by the TSRP project. The TSRP provided

<sup>8</sup> *NHTSA Challenges and Defenses II, DOT HS 811707, March 2013*

technical assistance in 117 DWI, DUI, DUID and APC cases, and conducted 234 public awareness activities via Facebook or Twitter.

The *State Judicial Educator Project (SJEP)*, through a contract with East Central University in Ada, is charged with providing training and education to judges concerning impaired driving cases. The Honorable Carol Hubbard (retired) was hired in December of 2013 to fill the SJE position. Through the Center of Continuing Education and Community Services at East Central University, the SJEP provided judicial education and training programs for judges in four separate events: MJCLE education workshop during the State Bar Convention on November 2017 with 37 judges in attendance. Another training took place at the Administrative Office of the Courts (AOC) Summer Judicial Conference. The SJEP project also maintained the previously created website that allows judges to access any program information created or disseminated by ECU.

#### ***GOVERNOR'S IMPAIRED DRIVING PREVENTION ADVISORY COUNCIL***

***M50T-17-07-01-00***



Created by Executive Order in 2013, GIDPAC was charged with reviewing all aspects of the impaired driving problem in Oklahoma and submitting recommendations to the Governor. The Governor's appointees to the council included members from a variety of governmental and non-profit agencies, including: Oklahoma Dept. of Mental Health Substance Abuse Services, Oklahoma ABLE Commission, Oklahoma Dept. of Corrections, Oklahoma Bureau of Narcotics and Dangerous Drugs, Oklahoma District

Attorneys Council, Stop DUI Oklahoma, Oklahoma Highway Safety Office, a member from the Oklahoma Senate and House of Representatives, a District Court Judge and the Oklahoma Dept. of Public Safety. Supporting the effort were representatives from a number of organizations, including: VIP of Oklahoma, CLEET, OSBI, BIA, Oklahoma Safety Council, and the Oklahoma Dept. of Education.

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

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

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

- A shift in focus to increased emphasis on DUI-D; development of a plan continues;
- Increased focus on training for law enforcement;
- Exploring other methods of testing; the oral fluid study is being conducted in conjunction with OSU and OHP;
- Increased opportunities for Breath Test Operator training through the Board of Tests.

#### ***COMMUNITY IMPAIRED DRIVING ENFORCEMENT AND EDUCATION***

As reflected on the map on page 14, there were enforcement grants provided to fifty-two (52) Oklahoma law enforcement agencies in FY2017. Of those, twenty-four (24) were specific to high-visibility 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 those projects detailed above, all of these were local community projects. Local community agencies conducting primary impaired driving enforcement included the following:

Broken Arrow PD	AL-17-03-01-17	Norman PD	AL-17-03-08-09
Choctaw PD	AL-17-03-02-01	Oklahoma City PD	AL-17-03-09-13
Del City PD	AL-17-03-03-02	Sand Springs PD	AL-17-03-10-14
Lawton PD	AL-17-03-04-14	Tulsa County SO	AL-17-03-11-10
Midwest City PD	AL-17-03-05-14	Tulsa PD	AL-17-03-12-10
Morris PD	AL-17-03-06-01	Warr Acres PD	AL-17-03-13-07
Mustang PD	AL-17-03-07-03		

*The above agencies reported a total of 1,331 arrests for impaired driving during grant funded overtime(35% of impaired driving arrests made during all funded enforcement projects).*

*The following agencies had secondary impaired driving enforcement grants:*

Bixby PD	M5HVE-17-03-01-16	Madill PD	PT-17-03-12-09
Edmond PD	SE-17-03-04-19	McAlester PD	SE-17-03-06-08
Enid PD	OP-17-03-02-13	Shawnee PD	SEL-17-03-10-11
Idabel PD	SE-17-03-05-04		

*The above agencies reported a total of 90 arrests for impaired driving during grant funded overtime(2.4% of impaired driving arrests made during all funded enforcement projects).*

### ***Impaired Driving Projects Not Implemented or Activity Less Than Anticipated***

**Project Title:** ARIDE Training Project

**Agency:** Oklahoma Association of Chiefs of Police

**Project No:** M5TR-17-02-02-16      **Funding Source:** 405(d)      **Amount:** \$64,047.00

**Narrative:** Due to limited funding available for management on a reimbursement basis and other administrative related obstacles, OACP requested to withdraw the grant application.

**Project Title:** Impaired Driving Training Coordinator

**Agency:** Council on Law Enforcement Education and Training (CLEET)

**Project No:** M5TR-17-05-02-04      **Funding Source:** 405(d)      **Amount:** \$75,184.00

**Description:** This grant position has existed for prior years, but due to personnel changes, CLEET was not able to fill this position using current personnel. Efforts were made to hire an individual and meet the logistical needs to conduct the project, but due to the time lag required, it was mutually decided to discontinue further efforts to hire and fund this position during this project year. To ensure continuation of services to some extent, several of the job duties for this position were transferred to the Board of Tests Operator Training grant and were conducted by the Lead Instructor position in that grant.

**Project Title:** ODMHSAS 2M2L Enforcement

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

**Agency:** Oklahoma Department of Mental Health Substance Abuse Services

**Project No:** M5OT-17-03-02-01     **Funding Source:** 405(d)     **Amount:** \$156,398.00

**Description:** This part of the 2M2L grant provided funding for local agencies to conduct overtime enforcement of sales to minors and over service compliance. A change was made this year in the process whereby reimbursement requests were submitted directly to the OHSO rather than through a subcontract with ODMHSAS. Of the \$96,800 in funding provided for 20 agencies, only 10 agencies conducted 2M2L activities, of which only 3 were not current grantees, with a total of \$22,663.44 expended during project overtime. In reviewing this low activity, a number of problems were identified, including confusion on what the grant entailed, use of the e-grants system to submit claims, and late start to name a few.

### *Motorcycle Safety Program Summary*

Oklahoma met both the targets for motorcycle safety in 2016 and appears to be on target for meeting the 2017 target. Of the 88 fatalities reported for CY2016, 53 (60%) were unhelmeted. Oklahoma has addressed the traffic problems associated with the increased number of motorcyclists on the highways over the last several years by expanding training and education programs. The Oklahoma Advisory Committee for Motorcycle Safety and Education reviews and makes recommendations on applications for possible grant funding and solicits input from its members and partners on motorcycle safety matters. In November of 2016, a new law was passed requiring that a person under age 18 complete at least a basic rider course before being issued a motorcycle endorsement. It is too soon to be able to evaluate to what measureable extent this new law may have on reducing the fatality/injury numbers for motorcycles. We have not been, and do not expect to be in the foreseeable future, successful in getting a mandatory helmet law passed for all riders.

### *Motorcycle Safety Program Activities*

*All of the below listed motorcycle grants were funded using state funds.*

#### ***ABATE MOTORCYCLE SAFETY EDUCATION***

***STMC-17-02-02-02***

ABATE of Oklahoma sends volunteer, trained and certified instructors into the field to teach drivers how to avoid collisions with motorcycles, using three different types of presentations: 1) standard program for car & light truck drivers; 2) truck program for big service truck & 18-wheel truck drivers; 3) school bus drivers. In 2017, ABATE presentations reached an approximate audience of 1,000 persons with their safety message. The numbers were a little lower than anticipated due to the need for additional instructors (remember all Share the Road personnel are volunteers).

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

***STMC-17-02-05-19***

The Edmond Police Department Motorcycle Division conducted eight (8) training courses with 121 students, and fifteen (15) Share the Road presentations in FY2017 to promote the motorcycle safety “Share the Road” message. The training program teaches two levels of motorcycle classes. Level one is a motorcycle survival course that focuses on emergency braking and collision avoidance utilizing slow speed maneuvering. The class is offered in the spring and fall. Level two is a more dynamic version of level one. Level two takes the skills learned in level one and combines them into a real life scenario which combines several of the exercises from level one into multitask exercises to further challenge the rider to be proficient in their everyday riding and collision avoidance practices.

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

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. This year the project auditor conducted a total of 62 audits. There was 1 classroom audit to verify the facility met requirements, 2 follow up audits to verify corrections such as re-painting the range had been done. Twenty Five (25) full audits were conducted. These cover everything including the implementation of the class, record keeping and facilities. Thirty Four (34) range audits were conducted.

**OSU-OKC MOTORCYCLE TRAINING AND EDUCATION**

**STMC-17-02-08-06**

The Center for Safety and Emergency Preparedness (CSEP) at Oklahoma State University-OKC motorcycle training program presents effective strategies to support rider safety and plays a vital role in maintaining viable, accessible and affordable education to everyone interested in riding a motorcycle or improving their skills. In an effort to meet the demand for diverse motorcycle training CSEP conducted five Ready to Ride (R2R) courses, seven 3-Wheel Basic Rider Courses, two 3 Wheel Ready to Ride (3WR2R) courses, one Deaf BRC, and eleven Introductory Motorcycle Experience (IME) trainings. The 3WR2R course was a new advanced course offered to riders who chose a 3 Wheel motorcycle - this course opened up the outer highway response course and allowed participants to hone their street survival skills. The IME was also a new course offering and was well received by beginning riders. The April Motorcycle Safety Day was cancelled due to inclement weather.

In addition, CSEP sponsored the first annual Oklahoma RiderCoach conference conducted November 5-6, 2016. Out of 77 certified RiderCoach Instructors in Oklahoma, 64 attended this conference. The main focus and objective of the event was to provide the attendees with new ideas to take back to their training facility and through shared learning a new level of consistency would be achieved among all certified training providers. The conference also provided the needed MSF training required by all RiderCoach Instructor’s recertification.

**COMMUNITY MOTORCYCLE SAFETY AND EDUCATION PROJECTS**

There were eight other motorcycle safety related grants provided to various communities in FY2017 to conduct either MSF training or share the road motorcycle safety and education events, including the following:

Broken Arrow PD	STMC-17-02-03-16
Chisholm Trail Technology Center	STMC-17-02-04-01
Great Plains Technology Center	STMC-17-02-06-06
High Plains Technology Center	STMC-17-02-07-01
Southern Oklahoma Technology Center	STMC-17-02-09-05
Southwest Technology Center	STMC-17-02-10-03
Tulsa Police Department	STMC-17-02-11-10
Western Technology Center	STMC-17-02-12-01

*The above organizations reported a total of 75 trainings conducted with 574 participants in attendance.*

***Motorcycle Safety Projects Not Implemented or Minimal Activity***

**Agency:** High Plains Technology Center

**Project No:** STMC-17-02-07-01     **Funding Source:** State Funds     **Amount:** \$47,570.00

**Narrative:** This project with the High Plains Technology Center in Woodward was approved for funding to address the lack of motorcycle training available to residents living in far northwest Oklahoma. Funding was provided to start up the program, including: salary for instructors, travel for instructor training,

course training aids, purchase of seven motorcycles and maintenance costs, and costs to paint the motorcycle course. The motorcycles were purchased, but the technology center, after repeated attempts, was unable to secure a suitable location to conduct the rider training part of the curriculum and the project was abandoned in June of 2017. No costs other than the purchase of the seven motorcycles were expended. The OHSO transferred the seven motorcycles to another motorcycle safety course located in Elk City, OK in need of the equipment.

**Agency:** University of Central Oklahoma Helmet Survey

**Project No:** STMC-17-05-02-00 **Funding Source:** State Funds **Amount:** \$5,000.00

**Narrative:** After reviewing the results of the FY16 survey (which was not received until late in the FY16 fiscal year after preparation and submission of the FY17 HSP application), it was determined that the survey was not being done on a large enough scale to be “statistically significant”, therefore the project was discontinued prior to initiation.

### *Occupant Protection Program Summary*

The Oklahoma 2017 Observational Seat Belt Survey was completed and certification submitted. The 2017 survey reflected an increase in the combined restraint use rate in from 86.3% in 2016 to an all time high of 86.9% in 2017. The Oklahoma 2017 Statewide Child Restraint Survey reflected a minimal decrease from 92% in 2016 to 91.8% in 2017<sup>10</sup>. The complete survey reports can be found on the OHSO website. As part of the requirements to obtain special Federal funding for occupant protection projects, referred to as Section 405(b) funds, Oklahoma has previously developed a statewide Occupant Protection Plan to identify those low use areas and promote education and enforcement projects in those areas. This plan promotes sustained enforcement of occupant protection violations. *Starting with the FY2017 grants, all Occupant Protection primary enforcement grants were required to conduct at least 10% of their enforcement during nighttime hours.* We believe that the increased enforcement efforts, coupled with public information events, contributed significantly to the increased observed seat belt use rate in 2017, yet past history has shown problems in sustaining improvement. All grantees having traffic enforcement grants are required to submit monthly reports on the number of impaired driving, occupant protection, speeding and other type violations issued during grant funded operations.

The OHSO has increased outreach to the Native American community identified 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.

In order to identify ways and means by which to improve the seat belt use rate, at the State’s request a NHTSA OP Assessment was conducted in April of 2017. The results of this assessment are still under review.

### *Program Activities*

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

***M2HVE-17-03-01-11***

Under the direction of an OHP Statewide Impaired Driving/Occupant Protection Coordinator, utilizing all 13 field troops and employing a combination of traffic safety checkpoints, saturation patrols, nighttime saturation and multi-agency special emphasis, the OHP conducted statewide overtime seat belt enforcement. Special emphasis was placed on counties representing 70% of the State’s



<sup>10</sup> The Child Restraint Survey use rate does not reflect whether the seat was installed or being used correctly.

population, those being: Oklahoma, Tulsa, Cleveland, Comanche, Canadian, Rogers, Payne, Wagoner, Muskogee, Creek, Pottawatomie, Garfield, Grady, Washington, LeFlore, Carter, Cherokee, and Osage. 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>11</sup> The Statewide Coordinator also promoted seat belt enforcement efforts with local law enforcement agencies. OHP worked 13.7% of grant overtime during nighttime. This grant resulted in 10,337 seat belt/child restraint citations issued by the OHP statewide.

***SAFE KIDS OKLAHOMA, INC.***

***M2CPS-17-02-01-19  
M2TR-17-02-01-19  
M2CSS-17-02-01-19  
STCPS-17-02-03-19***

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

***M2CPS-17-02-02-17  
M2TR-17-02-02-17  
M2CSS-17-02-02-17***



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. Safe Kids Oklahoma hosted a Safe Travel for All Children training this year, certifying 14 “Special Needs” technicians. SKO also hosted the annual Martha Collar Tech Reunion. This annual event provides training, education and assistance with re-certification requirements for Oklahoma CPS Technicians and Instructors.

Through a network of technicians and inspection stations, as well as county Health Departments, services provided this year include:

- Checked 4,734 child seats for correct installation and use
- Distributed 3,52 car seats for needy families (667 of which were grant funded)
- Sponsored 163 community car seat checkup events
- Conducted 146 community child seat workshops with 1,422 persons attending
- Conducted 18 technician certification/recertification courses for 203 technicians

***SAFE KIDS WORLDWIDE CPS TECHNICIAN CERTIFICATION PROJECT***

***STCPS-17-02-04-00***

The stated purpose of this project is to assist in maintaining and increasing the number of Child Passenger Safety Technicians and Child Passenger Safety Instructors who provide CPS services statewide by providing scholarship funds to assist with the required certification or re-certification fees to Safe Kids Worldwide. A scholarship committee consisting of an OHSO Program manager and a representative from each of our Safe Kids partners reviews and approves all applications for financial assistance and approval by all committee members is required. During this fiscal year, 28 technicians were provided scholarship funds totaling \$1,865.00.

***TEEN SEAT BELT SAFETY PROJECT***

***OP-17-02-01-03  
OP-17-02-02-03***

SAFE (Seatbelts Are For Everyone) is a partnership between students, law enforcement agencies and traffic safety advocates designed to bring awareness to the importance of wearing seat belts to reduce the number and severity of KAB crashes among Oklahoma’s high school students. This year marked an increase in the

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<sup>11</sup> NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013

number of participating schools and increased seat belt usage among Oklahoma teens. The nine (9) schools participating were: Afton, Claremore, Colcord, Cushing, Drumright, Glenpool, Grove, Jay, and Quapaw. The average baseline surveys for the schools was 72.2% and the average final survey increased to 79.1% a 6.9% average across all participating schools. The highest final survey was Grove with 91% and Afton High School had the highest increase of 17%. This project also conducted the first SAFE Teen Conference in March at the OSU-OKC Precisions Driving Center in Oklahoma City. Forty-one (41) OK SAFE team members and their sponsors attended, representing Cushing, Drumright, Grove, Jay and Quapaw High Schools. The SAFE teens were treated to sessions that ranged from new ideas for their SAFE programs to driving skills training using the cars at the facility. The teens and their sponsors gained valuable knowledge as they were allowed to drive on the skid track to learn proper backing and steering drills from the instructors at the center.

**COMMUNITY OCCUPANT PROTECTION ENFORCEMENT AND EDUCATION**

As reflected on the statewide enforcement activity map on page 16, there were enforcement grants provided to 52 Oklahoma law enforcement agencies in FY2017. Of those, three (3) were specific to high-visibility occupant protection enforcement (all enforcement 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 compliance<sup>12</sup>. In addition to the OHP statewide program previously described, the local agencies included the following:

Creek Co SO	OP-17-03-01-06	Enid PD	OP-17-03-02-13
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*The above agencies reported a total of 2,561 violation notices for seat belt/child restraint were issued during grant funded overtime (6.6% of OP contacts issued during all funded enforcement projects).*

*The following agencies had secondary impaired driving enforcement grants:*

Oklahoma City PD	M5HVE-17-03-01-16	Owasso PD	PT-17-03-12-09
Oklahoma County SO	SE-17-03-04-19		

**Bicycle/Pedestrian Safety Program Summary**

As previously addressed in the 2016 Annual Report, Oklahoma did not meet the 2015 target for reducing the number of bicycle/pedestrian fatalities (see graphs on page 9). In response, Oklahoma initiated a request for proposals through its grant application process to address bicycle/pedestrian safety. The Indian Nations Council of Governments (INCOG) was the only agency to submit a proposal under this program area. Oklahoma will continue to promote development and emphasis on projects involving pedestrian and bicyclist safety through any resource available.

**Program Activities**

**INCOG BICYCLE/PEDESTRIAN SAFETY PROJECT**

**PS-17-02-01-03**

This is the third year for this pilot project to address the rising pedestrian fatality and injury rate seen in Tulsa over the last several years. Tulsa had a near record year in 2013 with 13 pedestrian fatalities. This year, the project has taken a holistic approach toward improving safety for pedestrians and cyclists. The majority of the project hours included Pedestrian and Bike Collision data analysis, including mapping the worst intersections, roadway segments, and corridors for pedestrian and bike crashes. As well as conditions, etc.

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



Other data analysis considered of supporting various municipalities in identifying areas of needed pedestrian improvements.

As part of this grant, INCOG partnered with Fox23 Media to perform a "target media" campaign in the Tulsa Regions areas with the highest numbers of pedestrian and bike crashes. This campaign used a "geo-fence" and distributed over 600,000 pedestrian and bike safety media adds to anyone entering the designated, geo-fenced intersections. A "splash page" was also used in the campaign for any recipient hoping to find out more about pedestrian safety. Roughly 3,000 add recipients opted to go to the splash page and learn more about the issue.

This project (in combination with other resources) aided in the creation of a "traffic calming pop-up shop". A team (including city officials) used chalk and hay-bails to reduce lane widths and turning radii on a neighborhood street. The intent was to show how the measures could both create a safe environment for pedestrians and cyclists, as well as facilitate the same amounts of traffic flows. The event was promoted on social media.

This project also included a significant amount of coordinating various teams and groups (including City of Tulsa staff) with the end goal of elevating the status and priorities of pedestrian and bike traffic safety. The City of Tulsa has recently undergone a mayoral change which has positively impacted pedestrian and bike needs and awareness in the city of Tulsa. Many efforts have been taken to identify the most effective use of this political will to further pedestrian and bike safety.

### ***Police Traffic Services/Speed Abatement Program Summary***

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

#### ***PTS/Speed Program Activities***

##### ***OHP CRASH TEAMS PROJECT***

***PT-17-06-01-06***

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 FY17 project year, the teams conducted 126 investigations and assisted 31 other law enforcement agencies, utilizing the funded equipment.

##### ***OHP ADVANCED CRASH INVESTIGATION TRAINING PROJECT***

***PT-17-02-01-01***

This was the initial year of this pilot project to utilize Troopers with the OHP Training Division that are trained and certified in advanced crash investigation to conduct training for both OHP and local law enforcement agencies with at least 50% of the training directed to local LE agencies. A total of three advanced crash investigations training courses were conducted at Troop C Headquarters in Muskogee. These courses consisted of Phase 1, 2 and 3. All classes were filled to capacity with at least 20 officers in each class. In addition to these classes, the Go to Trainings webinar system was used to provide training on event data recorder update and using commercial motor vehicle event data recorder data. All of the class critiques were positive and many attendees said they wanted to send other officers in their departments to later classes. The live crashes were a great instruction tool. The students were able to witness a crash at highway speeds, see the marks generated, use the skills taught in the class to investigate the collision and conducted a technical investigation of the crash as a portion of the final exam.

**COMMUNITY TRAFFIC ENFORCEMENT PROJECTS**



There were 33 general traffic enforcement grants funded this year to support local community efforts, with 11 of those being dedicated specifically to speed abatement. *All general enforcement 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 DUI, OP, and speed related violations issued during grant funded enforcement activity.* The local agencies receiving general

enforcement grants this year include the following:

**General traffic enforcement**

Apache PD	PT-17-03-01-02	Madill PD	PT-17-03-12-09
Blanchard PD	PT-17-03-02-01	McCurtain County SO	PT-17-03-13-02
Canadian County SO	PT-17-03-03-01	McLoud PD	PT-17-03-14-02
Catoosa PD	PT-17-03-04-06	Ponca City PD	PT-17-03-16-10
Drumright	PT-17-03-05-04	Pottawatomie County SO	PT-17-03-17-07
Durant PD	PT-17-03-06-14	Purcell PD	PT-17-03-18-13
Fairview	PT-17-03-07-01	Sapulpa PD	PT-17-03-19-16
Grove PD	PT-17-03-08-08	Skiatook OD	PT-17-03-20-01
Guthrie PD	PT-17-03-09-01	Tecumseh PD	PT-17-03-21-07
Kiowa PD	PT-17-03-10-07	Tuttle PD	PT-17-03-22-05
Lincoln County SO	PT-17-03-11-06	Yukon PD	PT-17-03-23-01

*The above agencies report a total of 24,290 traffic violation notices issued, of which 10,664 were speed related, 2,339 were for seat belt/child restraint violations, and 82 were impaired driving arrests (representing 16.6% of all violations issued during grant activity) .*

*The following 3 agencies had secondary general (PT) enforcement grants:*

Calera PD	SE-17-03-03-08
Norman PD	SE-17-03-04-19
Oklahoma County SO	OP-17-03-02-13

**Speed Enforcement Grants**

Bethany PD	SE-17-03-01-14	Minco PD	SE-17-03-07-01
Bixby PD	SE-17-03-02-16	Owasso PD	SE-17-03-08-12
Calera PD	SE-17-03-03-08	Piedmont PD	SE-17-03-09-01
Edmond PD	SE-17-03-04-19	Shawnee PD	SE-17-03-10-11
Idabel PD	SE-17-03-05-04	Tahlequah PD	SE-17-03-11-15
McAlester PD	SE-17-03-06-08		

*Tulsa Police Department was the only agency with a secondary speed enforcement project.*

## PTS/Speed Projects Not Implemented or Minimal Activity

### Corridor Projects

The Safety Corridor concept is designed to decrease the number and severity of traffic crashes by identifying high risk locations and developing a plan to increase focus on the problem area, whether it be impaired driving, speeding, occupant protection or other safety issues. At the end of FY2016, the current corridor project process was reviewed and it was decided to develop a new approach to these type of projects. While the current corridor project in Cherokee County was continued, the other projects were discontinued. A new methodology and plan for these corridors was developed and MOUs obtained from the primary partners. During FY2017, there were no new corridor projects initiated due to a variety of reasons. It is our intent to conduct additional corridor operations in FY2018.

**Agency:** Lincoln County Sheriff's Office

**Project No:** PT-17-03-11-06      **Funding Source:** 402      **Amount:** \$46,000.00

**Narrative:** In an effort to increase enforcement in Lincoln County, the grant proposed a full-time deputy rather than overtime enforcement. After only three months, problems with limited personnel available and needing the deputy to be available for other non-grant related matters created problems for the sheriff's office, at which time they requested to terminate the grant for the remainder of the year and consider again using overtime hours for future grants, if possible.

### Selective Traffic Enforcement Projects (STEP)

There were four (4) STEP grants awarded. These grants were specifically to support the ENDUI area wide task force activities and safety corridor programs.

**Agency:** Blanchard Police Department STEP

**Project No:** PT-17-03-02-01      **Funding Source:** 402      **Amount:** \$10,000.00

**Narrative:** Originally a STEP, but due to the lack of task force or corridor activities in their area, the STEP project was terminated and the grant modified to a regular overtime enforcement project for the remainder of the grant period.

**Agency:** Canadian County Sheriff's Office STEP

**Project No:** PT-17-03-03-01      **Funding Source:** 402      **Amount:** \$15,000.00

**Narrative:** Originally a STEP, but due to the lack of task force or corridor activities in their area, the STEP project was terminated and the grant modified to a regular overtime enforcement project for the remainder of the grant period.

**Agency:** Fairview Police Department STEP

**Project No:** PT-17-03-07-01      **Funding Source:** 402      **Amount:** \$5,000.00

**Description:** Originally a STEP, but due to the lack of task force or corridor activities in their area, the STEP project was terminated for the remainder of the grant period.

**Agency:** Tuttle Police Department STEP

**Project No:** PT-17-03-22-05      **Funding Source:** 402      **Amount:** \$5,000.00

**Description:** Originally a STEP, but due to the lack of task force or corridor activities in their area, the STEP project was terminated and the grant modified to a regular overtime enforcement project for the remainder of the grant period.

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

At the core of any traffic safety improvement program is the ability to collect pertinent data to aid in defining the problem and to be able to evaluate the success of the countermeasures employed. The below projects funded by the Highway Safety Office in FY2017 were designed with this end in mind.

### ***Program Activities***

#### ***OU PARIS SOFTWARE DEVELOPMENT & INTEGRATION***

***M3DA-17-06-02-11***

This project is a continued, collaborative interdisciplinary effort to improve the timeliness and quality of data within the DPS records management system through increased deployment of the Police Automated Records Import System (PARIS). This additionally included corrections and feature enhancements that were necessary to improve the validation of traffic record forms, to increase the accuracy of location information on these forms, to make the PARIS system easier and less expensive to maintain, and to enhance the ease of deployment to additional agencies. The University of Oklahoma's Center for Intelligent Transportation Systems worked with OHSO and DPS to deploy PARIS to additional agencies to increase the number of electronically submitted crash reports and related data forms.

Major activities included the release of updated and bug-fixed PARIS releases, continued maintenance and support of the online Collision Reporting System, bringing electronic transmission of collision forms from Tulsa Police Department and Oklahoma City Police Department production deployments, and work on PARIS backend support for Woodward PD thereby eliminating the last agency still using the legacy TraCS system. This work was completed by developers at the OU Center for Intelligent Transportation Systems..

#### ***DPS E-DATA SUPPORT***

***M3DA-17-05-02-10***

This project continued to provide logistical and technical support for the agencies using the PARIS electronic crash reporting system. The two personnel funded in this project were transferred from DPS employees to OMES employees during this year. The two support personnel 3,074 hours in support of this project, completing 1,845 work orders.

#### ***OU SAFE-T PROJECT***

***M3DA-17-06-01-14***

This project has supported ongoing maintenance of the SAFE-T system and has enabled several important system enhancements. Per-year roadway inventory data was integrated into the system, greatly improving historical analysis. Heat maps were added to the Collision Explorer tool. The geocoding of city street non-intersection collisions and highway collisions was improved. Geographical information within the system was updated from online sources, improving the accuracy of analysis tools. The Collision Explorer tool was integrated with the Collision Studies tool to provide further filtering functionality. Critical Rate calculations were added the Rate Analysis section of SAFE-T. In addition, a large number of system bug fixes and improvements were carried out at the request of system users.

#### ***DPS/OHP ENFORCEMENT PLANNER***

***M3DA-17-05-01-04***

***TR-17-05-01-04***

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 all available data sources, including PARIS, to assist the OHP in development of special emphasis enforcement programs, providing weekly data reports to Troop Commanders to identify areas for focused enforcement.

#### ***FATALITY ANALYSIS REPORTING SYSTEM (FARS)***

***DTNH22-12-H-00134***

The FARS analyst reviewed and processed the fatal collision reports in Oklahoma in a timely manner and provided the data to NHTSA for publication. The preliminary calendar year 2016 data is currently available on the FARS website.

***Traffic Record Projects Not Implemented or Activity Less Than Anticipated***

***OU PARIS SOFTWARE DEVELOPMENT & INTEGRATION***  
***DPS E-DATA SUPPORT***

***M3DA-17-06-02-11***  
***M3DA-17-05-02-10***

Both of these projects in some ways were affected when expansion of the PARIS system was delayed, with only one additional agency being added in 2017 due to a concern in adding new agencies to PARIS and expansion of *Paris.web* and then within 18-24 months moving them from PARIS to a possible new internet based crash reporting system based on changes made in the MMUCC standards.

***Railroad Safety Program Summary***

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

***Program Activities***

***OPERATION LIFESAVER RAILROAD SAFETY PROGRAM***

***RH-17-02-01-13***

Educational outreach was conducted statewide by trained volunteers to all ages ranging from 4K to general adult audiences, emergency responders, law enforcement and professional drivers. Printed safety materials were mailed to all trucking companies in the State. Volunteers assisted spectators across busy railroad tracks at OneOK Field in Tulsa during and after events. PSAs aired across the state on several radio stations and during OKC Thunder Basketball games. Volunteers were present during the Oklahoma City Train Show. Video PSAs ran in 19 movie theaters across the State in rail communities during a two-week period surrounding Christmas & New Year’s as well as Memorial Day weekend.



***Driver Education Program Summary***

Driver education efforts this year were conducted with projects involving the Oklahoma Safety Council, Educational Alternatives and the National Safety Council. This projects are primarily centered around education to prevent distracted driving, speeding, occupant protection, and impaired driving. All of the programs listed below did a great job of promoting their messages and providing important training and education to both youth groups and employers.

***Program Activities***

***EDUCATIONAL ALTERNATIVES***

***DE-17-02-02-0***

The Oklahoma Challenge is an innovative, Oklahoma, teen-focused program, to reduce young driver distracted driving crashes and injuries. Educational Alternatives, a private non-profit 501(c)-3, in conjunction with the 12,000+ members strong Oklahoma Family, Career and Community Leaders of America (FCCLA) organization and new partner SkillsUSA student group, are raising awareness about distracted driving and changing driving behavior, teen to teen, across Oklahoma. The conferences used evidence based peer-leadership strategies through use of trained dynamic and dedicated college students, FCCLA State Officers

and SkillsUSA Officers to help the high school/ middle school students make their comprehensive plans of action. There were a total of 329 school programs for the year, reaching 4,645 students and advisors.

***NATIONAL SAFETY COUNCIL “ALIVE AT 25”***

***DE-17-02-03-01***

This employer traffic safety project leveraged the National Council’s considerable base of knowledge, expertise and demonstrated results related to the important traffic safety issues contained in the project: impaired driving, occupant protection, distracted and drowsy driving, and aggressive driving. The project in it’s first year, focused on building networks of employers and piloting programs.

This was a two-tiered plan to 1) build strong network of OK employer involvement in motor vehicle crash prevention through outreach that builds commitment to evidence-based prevention strategies and 2) through the employer network, implement programs and disseminate existing and new materials on topic-specific traffic safety issues.

***OKLAHOMA SAFETY COUNCIL “ALIVE AT 25”***

***DE-17-02-04-07***

This grant with the Oklahoma Safety Council (OSC) provided funding for instructor training and teaching as well as promotion for the nationally recognized *Alive at 25* driver education course. *Alive at 25* is taught exclusively by trained policed officers and certified driving instructors in Oklahoma. It is a four hour course which focuses on the behaviors young drivers display behind the wheel. Through interactive tools, students learn about the devastating consequences of practicing risky driving behaviors. During FFY 2017, there were 23 *Alive at 25* courses held across Oklahoma through the grant with OHSO and 365 Oklahoma teens were reached.

***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.

***Program Activities***

***VI MARKETING***

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. VI Marketing and Branding was selected as the media company for the OHSO for 2017, after a competitive bid process following five years with the previous vendor. VI Marketing and Branding is tasked to develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues in Oklahoma, as well as assist with creative production, media buying and earned media tracking. Media messages are developed to reach targeted audiences and generate widespread message exposure. Public information and education campaigns occur in conjunction with law enforcement or public event activities to maximize the effect on the public, whether to change behavior or to increase awareness. Earned media is a large component of the media mix, and intense efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State’s media budget. Additionally, the OHSO supports the efforts of partner agencies and coalitions to cover increase media exposure to their events and to distribute collateral materials to supplement paid media messages.

## ***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, and the OKC Dodgers (minor league baseball franchise).



## ***SOCIAL MEDIA***

The OHSO Communication Specialist is responsible for maintaining the OHSO Facebook, Twitter and YouTube accounts. These are updated periodically as needed to support the OHSO overall media plan promoting highway safety messages and information. Social media sites, including Facebook, Twitter and YouTube, were used throughout the year to promote our safety messages.

### ***OHSO WEBSITE***

The OHSO maintains three websites which integrate seamlessly to promote traffic safety: the main OHSO website at <http://ohso.ok.gov/> provides a variety of traffic safety related information; the OKIEMOTO website at <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; and the ENDUI website at <http://enduiok.com> is the States' leading impaired driving website, providing up-to-date information on Oklahoma's efforts to end DUI. The main OHSO website underwent a major revision to conform to the Oklahoma state subscribed website standards. Working with the Oklahoma Office of Management and Enterprise Services the old website was successfully migrated and the content was refreshed with assistance from our media vendor VI Marketing and Branding. OHSO continues to maintain the ENDUI Oklahoma website ([www.enduiok.com](http://www.enduiok.com)) as the state's leading website for impaired driving information.

## ***BRAND AWARENESS SURVEY***

OHSO commissioned a Brand Awareness survey to report recognition of the Oklahoma Highway Safety office and associated traffic safety programs in Oklahomans statewide. One thousand Oklahomans were surveyed from all 77 counties. Intentionally surveyed were Oklahomans with varied socioeconomic and demographic backgrounds.

### **Results:**

58% of Oklahomans survey reported seeing traffic safety related messaging in the last 12 months. They reported various sources including traditional and modern media. Click It or Ticket provided the highest recall and ENDUI the lowest. Oklahoma Highway Safety Office was not highly associated with any of the traffic safety messages reported.

## ***INTEGRATED MARKETING***

The OHSO is beginning to utilize an integrated marketing strategy that includes coordinated traditional and modern communications strategies and tactics.

Integrated Marketing is an approach to creating a unified and seamless experience for the target audience to interact with the brand/enterprise; it attempts to meld all aspects of marketing communication such as

advertising, public relations, direct marketing, and social media, through their respective mix of tactics, methods, channels, media, and activities, so that all work together as a unified force. It is a process designed to ensure that all messaging and communications strategies are consistent across all channels and are centered on the intended target audience. Integrated marketing strategies are utilized during national mobilization periods to work alongside enforcement efforts.

***MOBILIZATION MEDIA EFFORTS***

The results for the paid and earned media for the *Click It or Ticket* mobilization is reported below. The results from the Drive Sober or Get Pulled Over efforts are not yet available.

NHTSA ran a 3-week campaign, May 15–June 4. Our creative flight ran during the enforcement period, May 22–June 4. The creative assets were selected from NHTSA’s suite of products. The goal was to influence target segment to always wear a seatbelt and add value to national campaign by localizing messaging in areas with a higher propensity for crashes and lower seatbelt usage.

Target Audiences: Primary: White Males 18-34; Males 15-17; Pickup Truck Drivers  
Secondary: Hispanic Males 18-34; African American Males 18-34

Total Impressions: 11,856,303

Cable Budget: \$14,001

Reach: 76.5%; Frequency: 3.4

Radio Budget: \$10,000

Reach: 4% (very targeted); Frequency: 8.2 in OKC, 8.4 in Tulsa; GRPs: 113

Digital Video:

1,769,009 Impressions; 10,661 Clicks; 0.60% CTR; 58.82% Video Completion Rate

Social Video:

240,592 Video Views; 111,229 Video Views to 50%; 30,025 Completed Views; 9.38% Average Percentage Watched; 1,837,783 Impressions



**Equipment Purchased**

The following equipment items were purchased and placed on inventory in FY2017, in accordance with applicable State and Federal regulations:

<b>Agency</b>	<b>Equipment Description</b>	<b>Quantity</b>
Dept. of Public Safety	Black Box Cables	2
Dept. of Public Safety	Brake Meter	4
DCCCA	Color Printer	1
District Attorneys Council	Computer Projector	1
Dept. of Public Safety	Crash Vehicle Accelerator/Braking Control and Data Collection Device	1
Dept. of Public Safety	Drone	9
Dept. of Public Safety	Inflatable Light Tower	4
Tulsa Safe Kids (St. Francis) District Attorneys Council	Laptop Computer	2
District Attorneys Council	Monitor	1
Oklahoma County Sheriff's Office (4) Yukon PD (1) Minco PD (1)	Lidar	6
Chisholm Trail Technology (6) Great Plains Technology (2) Tulsa PD (1) Western Technology Center (14)	Motorcycle	23
Calera PD (1) Durant PD (1) Idabel PD (1) Madill PD (2) McAlester PD (2)	Police Radar	7
Dept. of Public Safety	Sensor Junction Box	1
Dept. of Public Safety	Smart Sensor Simulator	1
Dept. of Public Safety ABATE Charitable Services Southwest Technology Center	Trailer	3
Safe Kids Tulsa (St. Francis)	Van wraps	2
Noble County Sheriff's Office	Video Camera, in car	2

**FY2017 FINANCIAL INFORMATION**  
**Obligations and Expenditures by Project Area Group**

<b>Project Area Grouping</b>	<b>Approved Obligated</b>	<b>Total Expenditure</b>
AL	1,184,071.12	1,003,316.61
405D Funds	3,487,211.83	2,370,373.56
<b>Alcohol Related Projects</b>	<b>\$ 4,671,282.95</b>	<b>\$ 3,373,690.17</b>
MC	43,408.26	36,119.01
405F Funds	67,873.90	2,577.50
<b>Motorcycle Related Projects</b>	<b>\$ 111,282.16</b>	<b>\$ 38,696.51</b>
OP	392,675.58	373,586.94
405B Funds	940,830.60	837,619.45
<b>Occ. Protect Related Projects</b>	<b>\$ 1,333,506.18</b>	<b>\$ 1,211,206.39</b>
<b>PA</b>	<b>\$ 277,614.71</b>	<b>\$ 155,599.87</b>
PT	2,091,288.78	1,754,669.82
SE	373,952.65	343,815.65
<b>Police Traffic Related Projects</b>	<b>\$ 2,465,241.43</b>	<b>\$ 2,098,485.47</b>
TR	150,424.48	96,541.86
405C Funds	1,841,449.48	904,603.11
FARS	70,000.00	66,965.08
<b>Traffic Records Related Projects</b>	<b>\$ 2,061,873.96</b>	<b>\$ 1,068,110.05</b>
<b>DE Related Projects</b>	<b>\$ 319,530.00</b>	<b>\$ 288,855.15</b>
<b>PM - Distracted Driving Related</b>	<b>\$ 120,000.00</b>	<b>\$ 68,085.60</b>
<b>Pedestrian/Bicycle Safety Related</b>	<b>\$ 39,365.55</b>	<b>\$ 39,365.55</b>
<b>RH Related Projects</b>	<b>\$ 48,000.00</b>	<b>\$ 44,350.56</b>
<b>TOTAL OF ALL FUNDS</b>	<b>\$ 11,447,696.94</b>	<b>\$ 8,386,445.31</b>

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

State: Oklahoma

**VOU Match Review**

Page: 1

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2017-07-01-00		\$105,696.81 50%	\$105,696.81		\$ .00 0%	\$105,696.81 50%	\$105,696.81 100%
	<b>Planning and Administration Total</b>		<b>\$105,696.81 50%</b>	<b>\$105,696.81</b>		<b>\$ .00 0%</b>	<b>\$105,696.81 50%</b>	<b>\$105,696.81 100%</b>
<b>Alcohol</b>								
	AL-2017-04-01-00		\$ .00 0%	\$881.24		\$ .00 0%		
	AL-2017-07-01-00		\$ .00 0%	\$141,505.81		\$ .00 0%		
	AL-2017-03-13-07		\$ .00 0%	\$6,358.71		\$6,358.71 100%		
	AL-2017-03-04-14		\$ .00 0%	\$63,163.32		\$63,163.32 100%		
	AL-2017-03-11-10		\$ .00 0%	\$106,000.00		\$106,000.00 100%		
	<b>Alcohol Total</b>		<b>\$ .00 0%</b>	<b>\$317,909.08</b>		<b>\$175,522.03 55%</b>		
<b>Motorcycle Safety</b>								
	MC-2017-07-01-00		\$ .00 0%	\$34,275.96		\$ .00 0%		
	<b>Motorcycle Safety Total</b>		<b>\$ .00 0%</b>	<b>\$34,275.96</b>		<b>\$ .00 0%</b>		

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

State: Oklahoma

**VOU Match Review**

Page: 2

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>Occupant Protection</b>								
	OP-2017-02-01-03		\$ .00 0%	\$52,465.64		\$ .00 0%		
	OP-2017-03-02-13		\$ .00 0%	\$29,860.99		\$29,860.99 100%		
	OP-2017-05-01-00		\$ .00 0%	\$38,046.56		\$ .00 0%		
	OP-2017-07-01-00		\$ .00 0%	\$46,045.63		\$ .00 0%		
	<b>Occupant Protection Total</b>		<b>\$ .00 0%</b>	<b>\$166,418.82</b>		<b>\$29,860.99 18%</b>		
<b>Pedestrian/Bicycle Safety</b>								
	PS-2017-02-01-03		\$ .00 0%	\$39,365.55		\$ .00 0%		
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$ .00 0%</b>	<b>\$39,365.55</b>		<b>\$ .00 0%</b>		
<b>Police Traffic Services</b>								
	PT-2017-02-01-01		\$ .00 0%	\$17,151.60		\$ .00 0%		
	PT-2017-07-02-00		\$158,545.23 100%	\$ .00		\$ .00 0%		
	PT-2017-07-01-00		\$ .00 0%	\$23,207.14		\$ .00 0%		
	PT-2017-03-02-01		\$ .00 0%	\$1,240.13		\$1,240.13 100%		

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

State: Oklahoma

**VOU Match Review**

Page: 3

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>
	PT-2017-03-03-01		\$ .00 0%	\$14,380.97		\$14,380.97 100%		
	PT-2017-03-15-10		\$ .00 0%	\$90,831.27		\$90,831.27 100%		
	PT-2017-03-17-07		\$ .00 0%	\$42,490.20		\$42,490.20 100%		
	PT-2017-03-22-05		\$ .00 0%	\$4,986.14		\$4,986.14 100%		
	PT-2017-03-99-00		\$ .00 0%	\$9,156.00		\$9,156.00 100%		
	PT-2017-05-02-10		\$ .00 0%	\$57,568.39		\$ .00 0%		
	PT-2017-06-01-06		\$ .00 0%	\$54,309.33		\$ .00 0%		
	<b>Police Traffic Services Total</b>		<b>\$158,545.23 33%</b>	<b>\$315,321.17</b>		<b>\$163,084.71 52%</b>		
	<b>Traffic Records</b>							
	TR-2017-07-01-00		\$ .00 0%	\$23,603.71		\$ .00 0%		
	<b>Traffic Records Total</b>		<b>\$ .00 0%</b>	<b>\$23,603.71</b>		<b>\$ .00 0%</b>		
	<b>Speed Enforcement</b>							
	SE-2017-03-04-19		\$ .00 0%	\$54,377.05		\$54,377.05 100%		

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

State: Oklahoma

**VOU Match Review**

Page: 4

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>Speed Enforcement Total</b>			<b>\$ .00</b> 0%	<b>\$54,377.05</b>		<b>\$54,377.05</b> 100%		
<b>NHTSA 402 Total</b>			<b>\$264,242.04</b> 20%	<b>\$ .00</b>	<b>\$1,056,968.15</b>	<b>\$422,844.78</b> 40%	<b>\$105,696.81</b> 50%	<b>\$105,696.81</b> 10%
<b>MAP 21 405b OP Low</b>								
<b>405b Low HVE</b>								
	M2HVE-2017-07-01-00		\$137,117.95 100%	\$ .00		\$ .00 0%		
	M2HVE-2017-03-01-11		\$ .00 0%	\$194,101.36		\$ .00 0%		
<b>405b Low HVE Total</b>			<b>\$137,117.95</b> 41%	<b>\$194,101.36</b>		<b>\$ .00</b> 0%		
<b>405b Low Training</b>								
	M2TR-2017-02-01-19		\$ .00 0%	\$33,616.10		\$ .00 0%		
	M2TR-2017-02-02-17		\$ .00 0%	\$21,208.73		\$ .00 0%		
<b>405b Low Training Total</b>			<b>\$ .00</b> 0%	<b>\$54,824.83</b>		<b>\$ .00</b> 0%		
<b>405b Low Public Education</b>								
	M2PE-2017-02-02-03		\$ .00 0%	\$11,729.47		\$ .00 0%		
	M2PE-2017-02-01-01		\$ .00 0%	\$83,061.72		\$ .00 0%		

**U.S. Department of Transportation National Highway Traffic Safety Administration**  
**VOU Match Review**  
**2017-FINAL**  
 Posted: 12/29/2017

State: Oklahoma

Page: 5  
 Report Date: 12/29/2017

<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>405b Low Public Education Total</b>			<b>\$ .00</b> <b>0%</b>	<b>\$94,791.19</b>		<b>\$ .00</b> <b>0%</b>		
<b>405b Low Community CPS Services</b>								
	M2CPS-2017-02-02-17		\$ .00 0%	\$103,554.66		\$ .00 0%		
	M2CPS-2017-02-01-19		\$ .00 0%	\$101,199.75		\$ .00 0%		
<b>405b Low Community CPS Services Total</b>			<b>\$ .00</b> <b>0%</b>	<b>\$204,754.41</b>		<b>\$ .00</b> <b>0%</b>		
<b>MAP 21 405b OP Low Total</b>			<b>\$137,117.95</b> <b>20%</b>	<b>\$ .00</b>	<b>\$548,471.79</b>	<b>\$ .00</b> <b>0%</b>		
<b>MAP 21 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2017-07-02-00		\$226,150.78 100%	\$ .00		\$ .00 0%		
	M3DA-2017-06-04-01		\$ .00 0%	\$39,143.66		\$ .00 0%		
	M3DA-2017-05-01-04		\$ .00 0%	\$90,594.09		\$ .00 0%		
	M3DA-2017-05-02-10		\$ .00 0%	\$109,928.00		\$ .00 0%		
	M3DA-2017-06-01-14		\$ .00 0%	\$84,637.63		\$ .00 0%		
	M3DA-2017-06-02-11		\$ .00 0%	\$230,936.56		\$ .00 0%		

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

State: Oklahoma

**VOU Match Review**

Page: 6

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>
	M3DA-2017-06-03-00		\$ .00 0%	\$349,363.17		\$ .00 0%		
	<b>405c Data Program Total</b>		<b>\$226,150.78</b> <b>20%</b>	<b>\$904,603.11</b>		<b>\$ .00</b> <b>0%</b>		
	<b>MAP 21 405c Data Program Total</b>		<b>\$226,150.78</b> <b>20%</b>	<b>\$ .00</b>	<b>\$904,603.11</b>	<b>\$ .00</b> <b>0%</b>		
	<b>MAP 21 405d Impaired Driving Mid 405d Mid HVE</b>							
	M5HVE-2017-03-02-11		\$ .00 0%	\$466,874.00		\$ .00 0%		
	M5HVE-2017-07-02-00		\$319,329.53 100%	\$ .00		\$ .00 0%		
	<b>405d Mid HVE Total</b>		<b>\$319,329.53</b> <b>41%</b>	<b>\$466,874.00</b>		<b>\$ .00</b> <b>0%</b>		
	<b>405d Mid Court Support</b>							
	M5CS-2017-02-01-06		\$ .00 0%	\$76,031.16		\$ .00 0%		
	<b>405d Mid Court Support Total</b>		<b>\$ .00</b> <b>0%</b>	<b>\$76,031.16</b>		<b>\$ .00</b> <b>0%</b>		
	<b>405d Mid BAC Testing/Reporting</b>							
	M5BAC-2017-06-01-10		\$ .00 0%	\$15,974.04		\$ .00 0%		
	M5BAC-2017-05-01-09		\$ .00 0%	\$171,043.53		\$ .00 0%		



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

State: Oklahoma

**VOU Match Review**

Page: 7

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

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>405d Mid BAC Testing/Reporting</b>			<b>\$ .00</b>	<b>\$187,017.57</b>		<b>\$ .00</b>		
	<b>Total</b>		<b>0%</b>			<b>0%</b>		
<b>405d Mid Paid/Earned Media</b>								
	M5PEM-2017-02-01-01		\$ .00	\$242,618.13		\$ .00		
			0%			0%		
	M5PEM-2017-02-02-03		\$ .00	\$164,093.00		\$ .00		
			0%			0%		
	<b>405d Mid Paid/Earned Media Total</b>		<b>\$ .00</b>	<b>\$406,711.13</b>		<b>\$ .00</b>		
			<b>0%</b>			<b>0%</b>		
<b>405d Mid Training</b>								
	M5TR-2017-02-01-14		\$ .00	\$140,684.27		\$ .00		
			0%			0%		
	<b>405d Mid Training Total</b>		<b>\$ .00</b>	<b>\$140,684.27</b>		<b>\$ .00</b>		
			<b>0%</b>			<b>0%</b>		
	<b>MAP 21 405d Impaired Driving Mid Total</b>		<b>\$319,329.53</b>	<b>\$ .00</b>	<b>\$1,277,318.13</b>	<b>\$ .00</b>		
			<b>20%</b>			<b>0%</b>		
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2017-07-01-00		\$164,759.25	\$49,903.06		\$ .00		
			77%			0%		
	<b>Planning and Administration Total</b>		<b>\$164,759.25</b>	<b>\$49,903.06</b>		<b>\$ .00</b>		
			<b>77%</b>			<b>0%</b>		
<b>Alcohol</b>								
	AL-2017-03-02-01		\$ .00	\$11,365.41		\$11,365.41		
			0%			100%		

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

State: Oklahoma

**VOU Match Review**

**2017-FINAL**

Posted: 12/29/2017

Page: 8

Report Date: 12/29/2017

<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>
	AL-2017-03-03-02		\$0.00 0%	\$18,537.01		\$18,537.01 100%		
	AL-2017-03-05-14		\$0.00 0%	\$36,043.08		\$36,043.08 100%		
	AL-2017-03-06-01		\$0.00 0%	\$5,450.66		\$5,450.66 100%		
	AL-2017-03-07-03		\$0.00 0%	\$18,856.31		\$18,856.31 100%		
	AL-2017-03-08-09		\$0.00 0%	\$68,000.00		\$68,000.00 100%		
	AL-2017-03-09-13		\$0.00 0%	\$212,076.66		\$212,076.66 100%		
	AL-2017-03-10-14		\$0.00 0%	\$49,585.40		\$49,585.40 100%		
	AL-2017-03-12-10		\$0.00 0%	\$84,726.41		\$84,726.41 100%		
	AL-2017-03-13-07		\$0.00 0%	\$2,575.78		\$2,575.78 100%		
	AL-2017-05-01-04		\$0.00 0%	\$75,710.40		\$0.00 0%		
	AL-2017-07-01-00		\$0.00 0%	\$17,759.04		\$0.00 0%		
	AL-2017-03-01-17		\$0.00 0%	\$40,325.57		\$40,325.57 100%		

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

State: Oklahoma

**VOU Match Review**

Page: 9

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>
	AL-2017-02-01-17		\$ .00 0%	\$42,066.65		\$32,156.66 76%		
	AL-2017-02-02-14		\$ .00 0%	\$2,329.15		\$ .00 0%		
	<b>Alcohol Total</b>		<b>\$ .00 0%</b>	<b>\$685,407.53</b>		<b>\$579,698.95 85%</b>		
<b>Motorcycle Safety</b>								
	MC-2017-07-01-00		\$ .00 0%	\$1,843.05		\$ .00 0%		
	MC-2017-07-02-00		\$267,797.52 100%	\$ .00		\$ .00 0%		
	<b>Motorcycle Safety Total</b>		<b>\$267,797.52 99%</b>	<b>\$1,843.05</b>		<b>\$ .00 0%</b>		
<b>Occupant Protection</b>								
	OP-2017-06-01-00		\$ .00 0%	\$44,506.03		\$ .00 0%		
	OP-2017-06-02-17		\$ .00 0%	\$5,000.00		\$ .00 0%		
	OP-2017-07-01-00		\$ .00 0%	\$40,966.80		\$ .00 0%		
	OP-2017-03-02-13		\$ .00 0%	\$55,030.97		\$55,030.97 100%		
	OP-2017-03-01-06		\$ .00 0%	\$13,680.00		\$13,680.00 100%		

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

State: Oklahoma

**VOU Match Review**

Page: 10

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>
	OP-2017-02-02-03		\$ .00 0%	\$6,331.63		\$ .00 0%		
	OP-2017-02-01-03		\$ .00 0%	\$ .00		\$ .00 0%		
	OP-2017-05-01-00		\$ .00 0%	\$41,652.69		\$ .00 0%		
	<b>Occupant Protection Total</b>		<b>\$ .00 0%</b>	<b>\$207,168.12</b>		<b>\$68,710.97 33%</b>		
<b>Police Traffic Services</b>								
	PT-2017-02-01-01		\$ .00 0%	\$13,862.89		\$ .00 0%		
	PT-2017-03-01-02		\$ .00 0%	\$7,838.80		\$7,838.80 100%		
	PT-2017-03-02-01		\$ .00 0%	\$1,685.29		\$1,685.29 100%		
	PT-2017-03-04-06		\$ .00 0%	\$7,979.02		\$7,979.02 100%		
	PT-2017-03-05-04		\$ .00 0%	\$14,856.65		\$14,856.65 100%		
	PT-2017-03-06-14		\$ .00 0%	\$55,069.43		\$55,069.43 100%		
	PT-2017-03-08-08		\$ .00 0%	\$16,994.45		\$16,994.45 100%		
	PT-2017-03-09-01		\$ .00 0%	\$12,000.00		\$12,000.00 100%		

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

State: Oklahoma

**VOU Match Review**

Page: 11

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>
	PT-2017-03-10-07		\$ .00 0%	\$826.59		\$826.59 100%		
	PT-2017-03-11-06		\$ .00 0%	\$6,756.57		\$6,756.57 100%		
	PT-2017-03-12-09		\$ .00 0%	\$10,707.12		\$10,707.12 100%		
	PT-2017-03-13-02		\$ .00 0%	\$9,352.93		\$9,352.93 100%		
	PT-2017-03-14-02		\$ .00 0%	\$14,700.00		\$14,700.00 100%		
	PT-2017-03-15-10		\$ .00 0%	\$198,442.43		\$198,442.43 100%		
	PT-2017-03-16-10		\$ .00 0%	\$22,000.00		\$22,000.00 100%		
	PT-2017-03-17-07		\$ .00 0%	\$ .00		\$ .00 0%		
	PT-2017-03-18-13		\$ .00 0%	\$15,000.00		\$15,000.00 100%		
	PT-2017-03-19-16		\$ .00 0%	\$26,662.42		\$26,662.42 100%		
	PT-2017-03-20-01		\$ .00 0%	\$11,835.89		\$11,835.89 100%		
	PT-2017-03-21-07		\$ .00 0%	\$15,833.27		\$15,833.27 100%		

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

State: Oklahoma

**VOU Match Review**

Page: 12

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>
	PT-2017-03-23-01		\$ .00 0%	\$21,653.69		\$21,653.69 100%		
	PT-2017-03-24-04		\$ .00 0%	\$15,000.00		\$15,000.00 100%		
	PT-2017-05-02-10		\$ .00 0%	\$648,567.18		\$ .00 0%		
	PT-2017-06-01-06		\$ .00 0%	\$ .00		\$ .00 0%		
	PT-2017-06-02-13		\$ .00 0%	\$70,667.93		\$ .00 0%		
	PT-2017-07-01-00		\$ .00 0%	\$221,056.10		\$ .00 0%		
	PT-2017-07-02-00		\$354,277.85 100%	\$ .00		\$ .00 0%		
	<b>Police Traffic Services Total</b>		<b>\$354,277.85 20%</b>	<b>\$1,439,348.65</b>		<b>\$485,194.55 34%</b>		
<b>Traffic Records</b>								
	TR-2017-05-01-04		\$ .00 0%	\$2,128.75		\$ .00 0%		
	TR-2017-07-01-00		\$ .00 0%	\$70,809.40		\$ .00 0%		
	<b>Traffic Records Total</b>		<b>\$ .00 0%</b>	<b>\$72,938.15</b>		<b>\$ .00 0%</b>		
<b>Driver Education</b>								
	DE-2017-02-04-07		\$ .00 0%	\$16,233.97		\$ .00 0%		

**U.S. Department of Transportation National Highway Traffic Safety Administration**  
**VOU Match Review**  
**2017-FINAL**  
 Posted: 12/29/2017

State: Oklahoma

Page: 13  
 Report Date: 12/29/2017

<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>
	DE-2017-02-03-01		\$ .00 0%	\$190,311.10		\$ .00 0%		
	DE-2017-02-02-03		\$ .00 0%	\$82,310.08		\$ .00 0%		
	<b>Driver Education Total</b>		<b>\$ .00 0%</b>	<b>\$288,855.15</b>		<b>\$ .00 0%</b>		
<b>Railroad/Highway Crossings</b>								
	RH-2017-02-01-13		\$ .00 0%	\$44,350.56		\$ .00 0%		
	<b>Railroad/Highway Crossings Total</b>		<b>\$ .00 0%</b>	<b>\$44,350.56</b>		<b>\$ .00 0%</b>		
<b>Speed Enforcement</b>								
	SE-2017-03-06-08		\$ .00 0%	\$41,536.87		\$41,536.87 100%		
	SE-2017-03-11-15		\$ .00 0%	\$11,743.60		\$11,743.60 100%		
	SE-2017-03-10-11		\$ .00 0%	\$33,000.00		\$33,000.00 100%		
	SE-2017-03-09-01		\$ .00 0%	\$18,082.89		\$18,082.89 100%		
	SE-2017-03-08-12		\$ .00 0%	\$55,011.01		\$55,011.01 100%		
	SE-2017-03-07-01		\$ .00 0%	\$5,041.64		\$5,041.64 100%		

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

State: Oklahoma

**VOU Match Review**

**2017-FINAL**

Posted: 12/29/2017

Page: 14

Report Date: 12/29/2017

<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>
	SE-2017-03-05-04		\$ .00 0%	\$14,929.97		\$14,929.97 100%		
	SE-2017-03-04-19		\$ .00 0%	\$ .00		\$ .00 0%		
	SE-2017-03-03-08		\$ .00 0%	\$28,605.02		\$28,605.02 100%		
	SE-2017-03-02-16		\$ .00 0%	\$39,003.25		\$39,003.25 100%		
	SE-2017-03-01-14		\$ .00 0%	\$42,484.35		\$42,485.35 100%		
	<b>Speed Enforcement Total</b>		<b>\$ .00 0%</b>	<b>\$289,438.60</b>		<b>\$289,439.60 100%</b>		
<b>Paid Advertising</b>								
	PM-2017-02-01-01		\$ .00 0%	\$1,421.31		\$ .00 0%		
	PM-2017-02-02-03		\$ .00 0%	\$7,000.00		\$ .00 0%		
	PM-2017-02-04-01		\$ .00 0%	\$49,664.29		\$ .00 0%		
	PM-2017-02-03-00		\$ .00 0%	\$10,000.00		\$ .00 0%		
	<b>Paid Advertising Total</b>		<b>\$ .00 0%</b>	<b>\$68,085.60</b>		<b>\$ .00 0%</b>		
	<b>FAST Act NHTSA 402 Total</b>	<b>\$3,959,688.22</b>	<b>\$786,834.62 20%</b>	<b>\$3,147,338.47</b>		<b>\$1,423,044.07 45%</b>		



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

State: Oklahoma

**VOU Match Review**

Page: 15

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

<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>FAST Act 405b OP Low</b>								
<b>405b Low HVE</b>								
	M2HVE-2017-07-01-00		\$72,286.92 100%	\$0.00		\$0.00 0%		
	M2HVE-2017-00-00-00		\$0.00 0%	\$63,699.91		\$0.00 0%		
	<b>405b Low HVE Total</b>		<b>\$72,286.92 53%</b>	<b>\$63,699.91</b>		<b>\$0.00 0%</b>		
<b>405b Low Public Education</b>								
	M2PE-2017-02-01-01		\$0.00 0%	\$181,037.43		\$0.00 0%		
	M2PE-2017-02-02-03		\$0.00 0%	\$18,220.53		\$0.00 0%		
	<b>405b Low Public Education Total</b>		<b>\$0.00 0%</b>	<b>\$199,257.96</b>		<b>\$0.00 0%</b>		
<b>405b Low CSS Purchase/Distribution</b>								
	M2CSS-2017-02-02-17		\$0.00 0%	\$10,500.00		\$0.00 0%		
	M2CSS-2017-02-01-19		\$0.00 0%	\$15,689.79		\$0.00 0%		
	<b>405b Low CSS Purchase/Distribution Total</b>		<b>\$0.00 0%</b>	<b>\$26,189.79</b>		<b>\$0.00 0%</b>		
	<b>FAST Act 405b OP Low Total</b>	<b>\$563,612.67</b>	<b>\$72,286.92 20%</b>	<b>\$289,147.66</b>		<b>\$0.00 0%</b>		

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

State: Oklahoma

**VOU Match Review**

**2017-FINAL**

Posted: 12/29/2017

Page: 16

Report Date: 12/29/2017

<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>FAST Act 405d Impaired Driving Mid</b>								
<b>405d Mid HVE</b>								
	M5HVE-2017-03-02-11		\$0.00 0%	\$210,645.57		\$0.00 0%		
	M5HVE-2017-03-04-01		\$0.00 0%	\$24,701.88		\$0.00 0%		
	M5HVE-2017-03-05-10		\$0.00 0%	\$101,402.84		\$0.00 0%		
	M5HVE-2017-07-02-00		\$273,263.86 100%	\$0.00		\$0.00 0%		
	M5HVE-2017-03-01-16		\$0.00 0%	\$17,927.26		\$0.00 0%		
	<b>405d Mid HVE Total</b>		<b>\$273,263.86 44%</b>	<b>\$354,677.55</b>		<b>\$0.00 0%</b>		
<b>405d Mid Paid/Earned Media</b>								
	M5PEM-2017-02-01-01		\$0.00 0%	\$194,597.19		\$0.00 0%		
	M5PEM-2017-02-03-00		\$0.00 0%	\$435,453.10		\$0.00 0%		
	<b>405d Mid Paid/Earned Media Total</b>		<b>\$0.00 0%</b>	<b>\$630,050.29</b>		<b>\$0.00 0%</b>		
<b>405d Mid Training</b>								
	M5TR-2017-05-01-04		\$0.00 0%	\$64,082.86		\$0.00 0%		

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

State: Oklahoma

**VOU Match Review**

Page: 17

**2017-FINAL**

Report Date: 12/29/2017

Posted: 12/29/2017

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>405d Mid Training Total</b>			<b>\$ .00</b> <b>0%</b>	<b>\$64,082.86</b>		<b>\$ .00</b> <b>0%</b>		
<b>405d Mid Other Based on Problem ID</b>								
	M5OT-2017-03-02-01		\$ .00 0%	\$22,663.44		\$ .00 0%		
	M5OT-2017-02-01-04		\$ .00 0%	\$21,581.29		\$ .00 0%		
<b>405d Mid Other Based on Problem ID Total</b>			<b>\$ .00</b> <b>0%</b>	<b>\$44,244.73</b>		<b>\$ .00</b> <b>0%</b>		
<b>FAST Act 405d Impaired Driving Mid Total</b>		<b>\$2,209,893.70</b>	<b>\$273,263.86</b> <b>20%</b>	<b>\$1,093,055.43</b>		<b>\$ .00</b> <b>0%</b>		
<b>FAST Act 405f Motorcycle Programs</b>								
<b>405f Motorcyclist Training</b>								
	M9MT-2017-07-02-00		\$644.38 100%	\$ .00		\$ .00 0%		
<b>405f Motorcyclist Training Total</b>			<b>\$644.38</b> <b>100%</b>	<b>\$ .00</b>		<b>\$ .00</b> <b>0%</b>		
<b>405f Motorcyclist Awareness</b>								
	M9MA-2017-02-01-01		\$ .00 0%	\$2,577.50		\$ .00 0%		
<b>405f Motorcyclist Awareness Total</b>			<b>\$ .00</b> <b>0%</b>	<b>\$2,577.50</b>		<b>\$ .00</b> <b>0%</b>		
<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$67,873.90</b>	<b>\$644.38</b> <b>20%</b>	<b>\$2,577.50</b>		<b>\$ .00</b> <b>0%</b>		

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

State: Oklahoma

**VOU Match Review**

**2017-FINAL**

Posted: 12/29/2017

Page: 18

Report Date: 12/29/2017

<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><i>NHTSA Total</i></b>		<b>\$2,079,870.08</b> 20%	<b>\$4,532,119.06</b>	<b>\$3,787,361.18</b>	<b>\$1,845,888.85</b> 22%	<b>\$105,696.81</b> 50%	<b>\$105,696.81</b> 1%
	<b><i>Total</i></b>	<b>\$6,801,068.49</b>	<b>\$2,079,870.08</b> 20%	<b>\$4,532,119.06</b>	<b>\$3,787,361.18</b>	<b>\$1,845,888.85</b> 22%	<b>\$105,696.81</b> 50%	<b>\$105,696.81</b> 1%

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

State: Oklahoma

Page: 1

**2017-FINAL**

Report Date: 12/29/2017

Reimbursement Info: Total: \$0.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELPHI

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>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2017-07-01-00	Planning & Administration	\$105,696.81	\$0.00	\$211,393.62	\$105,696.81	\$105,696.81	\$0.00
		<b>Planning and Administration Total</b>	<b>\$105,696.81</b>	<b>\$0.00</b>	<b>\$211,393.62</b>	<b>\$105,696.81</b>	<b>\$105,696.81</b>	<b>\$0.00</b>
<b>Alcohol</b>								
	AL-2017-03-04-14	Lawton PD	\$63,163.32	\$63,163.32	\$63,163.32	\$63,163.32	\$63,163.32	\$0.00
	AL-2017-03-11-10	Tulsa County SO	\$106,000.00	\$106,000.00	\$106,000.00	\$106,000.00	\$106,000.00	\$0.00
	AL-2017-03-13-07	Warr Acres PD	\$6,358.71	\$6,358.71	\$6,358.71	\$6,358.71	\$6,358.71	\$0.00
	AL-2017-04-01-00	PI&E	\$881.24	\$0.00	\$881.24	\$881.24	\$881.24	\$0.00
	AL-2017-07-01-00	Program Area Management	\$141,505.81	\$0.00	\$141,505.81	\$141,505.81	\$141,505.81	\$0.00
		<b>Alcohol Total</b>	<b>\$317,909.08</b>	<b>\$175,522.03</b>	<b>\$317,909.08</b>	<b>\$317,909.08</b>	<b>\$317,909.08</b>	<b>\$0.00</b>
<b>Motorcycle Safety</b>								
	MC-2017-07-01-00	Program Area Management	\$34,275.96	\$0.00	\$34,275.96	\$34,275.96	\$34,275.96	\$0.00
		<b>Motorcycle Safety Total</b>	<b>\$34,275.96</b>	<b>\$0.00</b>	<b>\$34,275.96</b>	<b>\$34,275.96</b>	<b>\$34,275.96</b>	<b>\$0.00</b>
<b>Occupant Protection</b>								
	OP-2017-02-01-03	DCCCA	\$52,465.64	\$0.00	\$52,465.64	\$52,465.64	\$52,465.64	\$0.00
	OP-2017-03-02-13	Enid PD	\$29,860.99	\$29,860.99	\$29,860.99	\$29,860.99	\$29,860.99	\$0.00
	OP-2017-05-01-00	Seat Belt/Pickups/Child Passenger Survey	\$38,046.56	\$0.00	\$38,046.56	\$38,046.56	\$38,046.56	\$0.00
	OP-2017-07-01-00	Program Area Management	\$46,045.63	\$0.00	\$46,045.63	\$46,045.63	\$46,045.63	\$0.00
		<b>Occupant Protection Total</b>	<b>\$166,418.82</b>	<b>\$29,860.99</b>	<b>\$166,418.82</b>	<b>\$166,418.82</b>	<b>\$166,418.82</b>	<b>\$0.00</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2017-02-01-03	Indian Nations Council of Govt	\$39,365.55	\$0.00	\$39,365.55	\$39,365.55	\$39,365.55	\$0.00
		<b>Pedestrian/Bicycle Safety Total</b>	<b>\$39,365.55</b>	<b>\$0.00</b>	<b>\$39,365.55</b>	<b>\$39,365.55</b>	<b>\$39,365.55</b>	<b>\$0.00</b>

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

State: Oklahoma

Federal Reimbursement Voucher

Page: 2

2017-FINAL

Report Date: 12/29/2017

Reimbursement Info: Total: \$0.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELPHI

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>Police Traffic Services</b>								
	PT-2017-02-01-01	DPS - OHP - IPTM Training	\$17,151.60	\$0.00	\$17,151.60	\$17,151.60	\$17,151.60	\$0.00
	PT-2017-03-02-01	Blanchard PD	\$1,240.13	\$1,240.13	\$1,240.13	\$1,240.13	\$1,240.13	\$0.00
	PT-2017-03-03-01	Canadian County SO	\$14,380.97	\$14,380.97	\$14,380.97	\$14,380.97	\$14,380.97	\$0.00
	PT-2017-03-15-10	Oklahoma County SO	\$90,831.27	\$90,831.27	\$90,831.27	\$90,831.27	\$90,831.27	\$0.00
	PT-2017-03-17-07	Pottawatomie County SC	\$42,490.20	\$42,490.20	\$42,490.20	\$42,490.20	\$42,490.20	\$0.00
	PT-2017-03-22-05	Tuttle PD	\$4,986.14	\$4,986.14	\$4,986.14	\$4,986.14	\$4,986.14	\$0.00
	PT-2017-03-99-00	LE Challenge Awards	\$9,156.00	\$9,156.00	\$9,156.00	\$9,156.00	\$9,156.00	\$0.00
	PT-2017-05-02-10	DPS - OHP - IDLs/Coordinator	\$57,568.39	\$0.00	\$57,568.39	\$57,568.39	\$57,568.39	\$0.00
	PT-2017-06-01-06	DPS - OHP- Crash Team	\$54,309.33	\$0.00	\$54,309.33	\$54,309.33	\$54,309.33	\$0.00
	PT-2017-07-01-00	Program Area Management	\$23,207.14	\$0.00	\$23,207.14	\$23,207.14	\$23,207.14	\$0.00
	PT-2017-07-02-00	State Match	\$0.00	\$0.00	\$158,545.23	\$0.00	\$0.00	\$0.00
	<b>Police Traffic Services Total</b>		<b>\$315,321.17</b>	<b>\$163,084.71</b>	<b>\$473,866.40</b>	<b>\$315,321.17</b>	<b>\$315,321.17</b>	<b>\$0.00</b>
<b>Traffic Records</b>								
	TR-2017-07-01-00	Program Area Management	\$23,603.71	\$0.00	\$23,603.71	\$23,603.71	\$23,603.71	\$0.00
	<b>Traffic Records Total</b>		<b>\$23,603.71</b>	<b>\$0.00</b>	<b>\$23,603.71</b>	<b>\$23,603.71</b>	<b>\$23,603.71</b>	<b>\$0.00</b>
<b>Speed Enforcement</b>								
	SE-2017-03-04-19	Edmond PD	\$54,377.05	\$54,377.05	\$54,377.05	\$54,377.05	\$54,377.05	\$0.00
	<b>Speed Enforcement Total</b>		<b>\$54,377.05</b>	<b>\$54,377.05</b>	<b>\$54,377.05</b>	<b>\$54,377.05</b>	<b>\$54,377.05</b>	<b>\$0.00</b>
	<b>NHTSA 402 Total</b>		<b>\$1,056,968.15</b>	<b>\$422,844.78</b>	<b>\$1,321,210.19</b>	<b>\$1,056,968.15</b>	<b>\$1,056,968.15</b>	<b>\$0.00</b>
<b>MAP 21 405b OP Low</b>								
<b>405b Low HVE</b>								
	M2HVE-2017-03-01-11	DPS - CHP - OP OT	\$194,101.36	\$0.00	\$194,101.36	\$194,101.36	\$194,101.36	\$0.00
	M2HVE-2017-07-01-00	State Match	\$0.00	\$0.00	\$137,117.95	\$0.00	\$0.00	\$0.00

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

State: Oklahoma

**Federal Reimbursement Voucher**

Page: 3

**2017-FINAL**

Report Date: 12/29/2017

Reimbursement Info: Total: \$.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELPHI

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>405b Low HVE Total</b>			<b>\$194,101.36</b>	<b>\$0.00</b>	<b>\$331,219.31</b>	<b>\$194,101.36</b>	<b>\$194,101.36</b>	<b>\$0.00</b>
<b>405b Low Training</b>								
	M2TR-2017-02-C1-19	Safe Kids OK	\$33,616.10	\$0.00	\$33,616.10	\$33,616.10	\$33,616.10	\$0.00
	M2TR-2017-02-02-17	St Francis - Tulsa Area Safe Kids	\$21,208.73	\$0.00	\$21,208.73	\$21,208.73	\$21,208.73	\$0.00
<b>405b Low Training Total</b>			<b>\$54,824.83</b>	<b>\$0.00</b>	<b>\$54,824.83</b>	<b>\$54,824.83</b>	<b>\$54,824.83</b>	<b>\$0.00</b>
<b>405b Low Public Education</b>								
	M2PE-2017-02-01-01	Media Campaign	\$83,061.72	\$0.00	\$83,061.72	\$83,061.72	\$83,061.72	\$0.00
	M2PE-2017-02-02-03	Oklahoma Publishing Co	\$11,729.47	\$0.00	\$11,729.47	\$11,729.47	\$11,729.47	\$0.00
<b>405b Low Public Education Total</b>			<b>\$94,791.19</b>	<b>\$0.00</b>	<b>\$94,791.19</b>	<b>\$94,791.19</b>	<b>\$94,791.19</b>	<b>\$0.00</b>
<b>405b Low Community CPS Services</b>								
	M2CPS-2017-02-01-19	Safe Kids OK	\$101,199.75	\$0.00	\$101,199.75	\$101,199.75	\$101,199.75	\$0.00
	M2CPS-2017-02-02-17	St Francis - Tulsa Area Safe Kids	\$103,554.66	\$0.00	\$103,554.66	\$103,554.66	\$103,554.66	\$0.00
<b>405b Low Community CPS Services Total</b>			<b>\$204,754.41</b>	<b>\$0.00</b>	<b>\$204,754.41</b>	<b>\$204,754.41</b>	<b>\$204,754.41</b>	<b>\$0.00</b>
<b>MAP 21 405b OP Low Total</b>			<b>\$548,471.79</b>	<b>\$0.00</b>	<b>\$685,589.74</b>	<b>\$548,471.79</b>	<b>\$548,471.79</b>	<b>\$0.00</b>
<b>MAP 21 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2017-05-01-04	DPS - Enforcement Planner	\$90,594.09	\$0.00	\$90,594.09	\$90,594.09	\$90,594.09	\$0.00
	M3DA-2017-05-02-10	DPS - E-Data Support	\$109,928.00	\$0.00	\$109,928.00	\$109,928.00	\$109,928.00	\$0.00
	M3DA-2017-06-01-14	OU, Brd of Regents - Safe T	\$84,637.63	\$0.00	\$84,637.63	\$84,637.63	\$84,637.63	\$0.00
	M3DA-2017-06-02-11	OU, Brd of Regents-PARIS/CRS	\$230,936.56	\$0.00	\$230,936.56	\$230,936.56	\$230,936.56	\$0.00
	M3DA-2017-06-03-00	Impaired Driving Database	\$349,363.17	\$0.00	\$349,363.17	\$349,363.17	\$349,363.17	\$0.00
	M3DA-2017-06-04-01	OU Impaired Driver Database Hosting & Su	\$39,143.66	\$0.00	\$39,143.66	\$39,143.66	\$39,143.66	\$0.00
	M3DA-2017-07-02-00	State Match	\$0.00	\$0.00	\$226,150.78	\$0.00	\$0.00	\$0.00
<b>405c Data Program Total</b>			<b>\$904,603.11</b>	<b>\$0.00</b>	<b>\$1,130,753.89</b>	<b>\$904,603.11</b>	<b>\$904,603.11</b>	<b>\$0.00</b>

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

State: Oklahoma

Federal Reimbursement Voucher

Page: 4

2017-FINAL

Report Date: 12/29/2017

Reimbursement Info: Total: \$.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELPHI

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>MAP 21 405c Data Program Total</b>			<b>\$904,603.11</b>	<b>\$ .00</b>	<b>\$1,130,753.89</b>	<b>\$904,603.11</b>	<b>\$904,603.11</b>	<b>\$ .00</b>
<b>MAP 21 405d Impaired Driving Mid</b>								
<b>405d Mid HVE</b>								
	M5HVE-2017-03-02-11	DPS - OHP - Impaired Driving - OT	\$466,874.00	\$ .00	\$466,874.00	\$466,874.00	\$466,874.00	\$ .00
	M5HVE-2017-07-02-00	State Match	\$ .00	\$ .00	\$319,329.53	\$ .00	\$ .00	\$ .00
<b>405d Mid HVE Total</b>			<b>\$466,874.00</b>	<b>\$ .00</b>	<b>\$786,203.53</b>	<b>\$466,874.00</b>	<b>\$466,874.00</b>	<b>\$ .00</b>
<b>405d Mid Court Support</b>								
	M5CS-2017-02-01-06	East Central University	\$76,031.16	\$ .00	\$76,031.16	\$76,031.16	\$76,031.16	\$ .00
<b>405d Mid Court Support Total</b>			<b>\$76,031.16</b>	<b>\$ .00</b>	<b>\$76,031.16</b>	<b>\$76,031.16</b>	<b>\$76,031.16</b>	<b>\$ .00</b>
<b>405d Mid BAC Testing/Reporting</b>								
	M5BAC-2017-05-01-09	OSBI	\$171,043.53	\$ .00	\$171,043.53	\$171,043.53	\$171,043.53	\$ .00
	M5BAC-2017-06-01-10	DPS - OHP - IDLs	\$15,974.04	\$ .00	\$15,974.04	\$15,974.04	\$15,974.04	\$ .00
<b>405d Mid BAC Testing/Reporting Total</b>			<b>\$187,017.57</b>	<b>\$ .00</b>	<b>\$187,017.57</b>	<b>\$187,017.57</b>	<b>\$187,017.57</b>	<b>\$ .00</b>
<b>405d Mid Paid/Earned Media</b>								
	M5PEM-2017-02-01-01	Media Campaign	\$242,618.13	\$ .00	\$242,618.13	\$242,618.13	\$242,618.13	\$ .00
	M5PEM-2017-02-02-03	Ok'lahoma Publishing Co	\$164,093.00	\$ .00	\$164,093.00	\$164,093.00	\$164,093.00	\$ .00
<b>405d Mid Paid/Earned Media Total</b>			<b>\$406,711.13</b>	<b>\$ .00</b>	<b>\$406,711.13</b>	<b>\$406,711.13</b>	<b>\$406,711.13</b>	<b>\$ .00</b>
<b>405d Mid Training</b>								
	M5TR-2017-02-01-14	District Atty's Council	\$140,684.27	\$ .00	\$140,684.27	\$140,684.27	\$140,684.27	\$ .00
<b>405d Mid Training Total</b>			<b>\$140,684.27</b>	<b>\$ .00</b>	<b>\$140,684.27</b>	<b>\$140,684.27</b>	<b>\$140,684.27</b>	<b>\$ .00</b>
<b>MAP 21 405d Impaired Driving Mid Total</b>			<b>\$1,277,318.13</b>	<b>\$ .00</b>	<b>\$1,596,647.66</b>	<b>\$1,277,318.13</b>	<b>\$1,277,318.13</b>	<b>\$ .00</b>
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2017-07-01-00	Planning & Administrative	\$49,903.06	\$ .00	\$214,662.31	\$49,903.06	\$49,903.06	\$ .00



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

State: Oklahoma

Federal Reimbursement Voucher

Page: 5

2017-FINAL

Report Date: 12/29/2017

Reimbursement Info: Total: \$.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELP-IT

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>Planning and Administration Total</b>			<b>\$49,903.06</b>	<b>\$0.00</b>	<b>\$214,662.31</b>	<b>\$49,903.06</b>	<b>\$49,903.06</b>	<b>\$0.00</b>
<b>Alcohol</b>								
	AL-2017-02-01-17	Norman PD - DRE	\$42,066.65	\$32,156.66	\$42,066.65	\$42,066.65	\$42,066.65	\$.00
	AL-2017-02-02-14	District Atty's Council	\$2,329.15	\$0.00	\$2,329.15	\$2,329.15	\$2,329.15	\$.00
	AL-2017-03-01-17	Broken Arrow PD	\$40,325.57	\$40,325.57	\$40,325.57	\$40,325.57	\$40,325.57	\$.00
	AL-2017-03-02-01	Choctaw PD	\$11,365.41	\$11,365.41	\$11,365.41	\$11,365.41	\$11,365.41	\$.00
	AL-2017-03-03-02	De' City PD	\$18,537.01	\$18,537.01	\$18,537.01	\$18,537.01	\$18,537.01	\$.00
	AL-2017-03-05-14	Midwest City PD	\$36,043.08	\$36,043.08	\$36,043.08	\$36,043.08	\$36,043.08	\$.00
	AL-2017-03-06-01	Morris PD	\$5,450.66	\$5,450.66	\$5,450.66	\$5,450.66	\$5,450.66	\$.00
	AL-2017-03-07-03	Mustang PD	\$18,856.31	\$18,856.31	\$18,856.31	\$18,856.31	\$18,856.31	\$.00
	AL-2017-03-08-09	Norman PD	\$68,000.00	\$68,000.00	\$68,000.00	\$68,000.00	\$68,000.00	\$.00
	AL-2017-03-09-13	Oklahoma City PD	\$212,076.66	\$212,076.66	\$212,076.66	\$212,076.66	\$212,076.66	\$.00
	AL-2017-03-10-14	Sand Spring PD	\$49,585.40	\$49,585.40	\$49,585.40	\$49,585.40	\$49,585.40	\$.00
	AL-2017-03-12-10	Tulsa PD	\$84,726.41	\$84,726.41	\$84,726.41	\$84,726.41	\$84,726.41	\$.00
	AL-2017-03-13-07	Warr Acres PD	\$2,575.78	\$2,575.78	\$2,575.78	\$2,575.78	\$2,575.78	\$.00
	AL-2017-05-01-04	ODMHSAS	\$75,710.40	\$0.00	\$75,710.40	\$75,710.40	\$75,710.40	\$.00
	AL-2017-07-01-00	Program Area Management	\$17,759.04	\$0.00	\$17,759.04	\$17,759.04	\$17,759.04	\$.00
	<b>Alcohol Total</b>		<b>\$685,407.53</b>	<b>\$579,698.95</b>	<b>\$685,407.53</b>	<b>\$685,407.53</b>	<b>\$685,407.53</b>	<b>\$.00</b>
<b>Motorcycle Safety</b>								
	MC-2017-07-01-00	Program: Area Management	\$1,843.05	\$0.00	\$1,843.05	\$1,843.05	\$1,843.05	\$.00
	MC-2017-07-02-00	State Match	\$.00	\$.00	\$267,797.52	\$.00	\$.00	\$.00
	<b>Motorcycle Safety Total</b>		<b>\$1,843.05</b>	<b>\$0.00</b>	<b>\$269,640.57</b>	<b>\$1,843.05</b>	<b>\$1,843.05</b>	<b>\$.00</b>
<b>Occupant Protection</b>								
	OP-2017-02-02-03	DCCCA	\$6,331.63	\$0.00	\$6,331.63	\$6,331.63	\$6,331.63	\$.00

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

State: Oklahoma

Federal Reimbursement Voucher

Page: 6

2017-FINAL

Report Date: 12/29/2017

Reimbursement Info: Total: \$0.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELPHI

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
	OP-2017-03-01-06	Creek County SO	\$13,680.00	\$13,680.00	\$13,680.00	\$13,680.00	\$13,680.00	\$0.00
	OP-2017-03-02-13	Enid PD	\$55,030.97	\$55,030.97	\$55,030.97	\$55,030.97	\$55,030.97	\$0.00
	OP-2017-05-01-00	Seat Belt/Pickups/Child Passenger/Pickup	\$41,652.69	\$0.00	\$41,652.69	\$41,652.69	\$41,652.69	\$0.00
	OP-2017-06-01-00	OU Conf Pro - OP Assessment	\$44,506.03	\$0.00	\$44,506.03	\$44,506.03	\$44,506.03	\$0.00
	OP-2017-06-02-17	Tulsa Safe Kids	\$5,000.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00	\$0.00
	OP-2017-07-01-00	Program Area Management	\$40,966.80	\$0.00	\$40,966.80	\$40,966.80	\$40,966.80	\$0.00
	<b>Occupant Protection Total</b>		<b>\$207,168.12</b>	<b>\$68,710.97</b>	<b>\$207,168.12</b>	<b>\$207,168.12</b>	<b>\$207,168.12</b>	<b>\$0.00</b>
	<b>Police Traffic Services</b>							
	PT-2017-02-01-01	DPS- IPTM Training	\$13,862.89	\$0.00	\$13,862.89	\$13,862.89	\$13,862.89	\$0.00
	PT-2017-03-01-02	Apache PD	\$7,838.80	\$7,838.80	\$7,838.80	\$7,838.80	\$7,838.80	\$0.00
	PT-2017-03-02-01	Blanchard PD	\$1,685.29	\$1,685.29	\$1,685.29	\$1,685.29	\$1,685.29	\$0.00
	PT-2017-03-04-06	Catoosa PD	\$7,979.02	\$7,979.02	\$7,979.02	\$7,979.02	\$7,979.02	\$0.00
	PT-2017-03-05-04	Drumright PD	\$14,856.65	\$14,856.65	\$14,856.65	\$14,856.65	\$14,856.65	\$0.00
	PT-2017-03-06-14	Durant PD	\$55,069.43	\$55,069.43	\$55,069.43	\$55,069.43	\$55,069.43	\$0.00
	PT-2017-03-08-08	Grove PD	\$16,994.45	\$16,994.45	\$16,994.45	\$16,994.45	\$16,994.45	\$0.00
	PT-2017-03-09-01	Guthrie PD	\$12,000.00	\$12,000.00	\$12,000.00	\$12,000.00	\$12,000.00	\$0.00
	PT-2017-03-10-07	Kiowa PD	\$826.59	\$826.59	\$826.59	\$826.59	\$826.59	\$0.00
	PT-2017-03-11-06	Lincoln County SO	\$6,756.57	\$6,756.57	\$6,756.57	\$6,756.57	\$6,756.57	\$0.00
	PT-2017-03-12-09	Macill PD	\$10,707.12	\$10,707.12	\$10,707.12	\$10,707.12	\$10,707.12	\$0.00
	PT-2017-03-13-02	McCurtain County SO	\$9,352.93	\$9,352.93	\$9,352.93	\$9,352.93	\$9,352.93	\$0.00
	PT-2017-03-14-02	McCloud PD	\$14,700.00	\$14,700.00	\$14,700.00	\$14,700.00	\$14,700.00	\$0.00
	PT-2017-03-15-10	Oklahoma County SO	\$198,442.43	\$198,442.43	\$198,442.43	\$198,442.43	\$198,442.43	\$0.00
	PT-2017-03-16-10	Ponca City PD	\$22,000.00	\$22,000.00	\$22,000.00	\$22,000.00	\$22,000.00	\$0.00
	PT-2017-03-18-13	Purcell PD	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$0.00

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

State: Oklahoma

Federal Reimbursement Voucher

Page: 7

2017-FINAL

Report Date: 12/29/2017

Reimbursement Info: Total: \$.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELPHI

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
	PT-2017-03-19-16	Sapulpa PD	\$26,662.42	\$26,662.42	\$26,662.42	\$26,662.42	\$26,662.42	\$.00
	PT-2017-03-20-01	Skiatook PD	\$11,835.89	\$11,835.89	\$11,835.89	\$11,835.89	\$11,835.89	\$.00
	PT-2017-03-21-07	Tecumseh PD	\$15,833.27	\$15,833.27	\$15,833.27	\$15,833.27	\$15,833.27	\$.00
	PT-2017-03-23-01	Yukon PD	\$21,653.69	\$21,653.69	\$21,653.69	\$21,653.69	\$21,653.69	\$.00
	PT-2017-03-24-04	Alva PD	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$.00
	PT-2017-05-02-10	DPS - OHP - IDLs	\$648,567.18	\$.00	\$648,567.18	\$648,567.18	\$648,567.18	\$.00
	PT-2017-06-02-13	OU Conference Procs	\$70,667.93	\$.00	\$70,667.93	\$70,667.93	\$70,667.93	\$.00
	PT-2017-07-01-00	Program Area Management	\$221,056.10	\$.00	\$221,056.10	\$221,056.10	\$221,056.10	\$.00
	PT-2017-07-02-00	State Match	\$.00	\$.00	\$354,277.85	\$.00	\$.00	\$.00
	<b>Police Traffic Services Total</b>		<b>\$1,439,348.65</b>	<b>\$485,194.55</b>	<b>\$1,793,626.50</b>	<b>\$1,439,348.65</b>	<b>\$1,439,348.65</b>	<b>\$.00</b>
	<b>Traffic Records</b>							
	TR-2017-05-01-04	DPS - Enforcement Planner	\$2,128.75	\$.00	\$2,128.75	\$2,128.75	\$2,128.75	\$.00
	TR-2017-07-01-00	Program Area Management	\$70,809.40	\$.00	\$70,809.40	\$70,809.40	\$70,809.40	\$.00
	<b>Traffic Records Total</b>		<b>\$72,938.15</b>	<b>\$.00</b>	<b>\$72,938.15</b>	<b>\$72,938.15</b>	<b>\$72,938.15</b>	<b>\$.00</b>
	<b>Driver Education</b>							
	DE-2017-02-02-03	Educational Alternatives	\$82,310.08	\$.00	\$82,310.08	\$82,310.08	\$82,310.08	\$.00
	DE-2017-02-03-01	National Safety Council	\$190,311.10	\$.00	\$190,311.10	\$190,311.10	\$190,311.10	\$.00
	DE-2017-02-04-07	OK Safety Council	\$16,233.97	\$.00	\$16,233.97	\$16,233.97	\$16,233.97	\$.00
	<b>Driver Education Total</b>		<b>\$288,855.15</b>	<b>\$.00</b>	<b>\$288,855.15</b>	<b>\$288,855.15</b>	<b>\$288,855.15</b>	<b>\$.00</b>
	<b>Railroad/Highway Crossings</b>							
	RH-2017-02-01-13	OK Operation Lifesaver	\$44,350.56	\$.00	\$44,350.56	\$44,350.56	\$44,350.56	\$.00
	<b>Railroad/Highway Crossings Total</b>		<b>\$44,350.56</b>	<b>\$.00</b>	<b>\$44,350.56</b>	<b>\$44,350.56</b>	<b>\$44,350.56</b>	<b>\$.00</b>
	<b>Speed Enforcement</b>							
	SE-2017-03-01-14	Bethany PD	\$42,484.35	\$42,485.35	\$42,484.35	\$42,484.35	\$42,484.35	\$.00

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

State: Oklahoma

Federal Reimbursement Voucher

Page: 8

2017-FINAL

Report Date: 12/29/2017

Reimbursement Info: Total: \$.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELPHI

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
	SE-2017-03-02-16	Bixby PD	\$39,003.25	\$39,003.25	\$39,003.25	\$39,003.25	\$39,003.25	\$ 00
	SE-2017-03-03-08	Calera PD	\$28,605.02	\$28,605.02	\$28,605.02	\$28,605.02	\$28,605.02	\$ 00
	SE-2017-03-05-04	Idabel PD	\$14,929.97	\$14,929.97	\$14,929.97	\$14,929.97	\$14,929.97	\$ 00
	SE-2017-03-06-08	McAlester PD	\$41,536.87	\$41,536.87	\$41,536.87	\$41,536.87	\$41,536.87	\$ 00
	SE-2017-03-07-01	Minco PD	\$5,041.64	\$5,041.64	\$5,041.64	\$5,041.64	\$5,041.64	\$ 00
	SE-2017-03-08-12	Owasso PD	\$55,011.01	\$55,011.01	\$55,011.01	\$55,011.01	\$55,011.01	\$ 00
	SE-2017-03-09-01	Piedmont PD	\$18,082.89	\$18,082.89	\$18,082.89	\$18,082.89	\$18,082.89	\$ 00
	SE-2017-03-10-11	Shawnee PD	\$33,000.00	\$33,000.00	\$33,000.00	\$33,000.00	\$33,000.00	\$ 00
	SE-2017-03-11-15	Tahlequah PD	\$11,743.60	\$11,743.60	\$11,743.60	\$11,743.60	\$11,743.60	\$ 00
	<b>Speed Enforcement Total</b>		<b>\$289,438.60</b>	<b>\$289,439.60</b>	<b>\$289,438.60</b>	<b>\$289,438.60</b>	<b>\$289,438.60</b>	<b>\$ 00</b>
	<b><i>Paid Advertising</i></b>							
	PM-2017-02-01-01	Media Campaign	\$1,421.31	\$ 00	\$1,421.31	\$1,421.31	\$1,421.31	\$ 00
	PM-2017-02-02-03	Oklahoma Publishing Co	\$7,000.00	\$ 00	\$7,000.00	\$7,000.00	\$7,000.00	\$ 00
	PM-2017-02-03-00	Sports Marketing	\$10,000.00	\$ 00	\$10,000.00	\$10,000.00	\$10,000.00	\$ 00
	PM-2017-02-04-01	Oklahoma Dept of Transportation	\$49,664.29	\$ 00	\$49,664.29	\$49,664.29	\$49,664.29	\$ 00
	<b>Paid Advertising Total</b>		<b>\$68,085.60</b>	<b>\$ 00</b>	<b>\$68,085.60</b>	<b>\$68,085.60</b>	<b>\$68,085.60</b>	<b>\$ 00</b>
	<b>FAST Act NHTSA 402 Total</b>		<b>\$3,147,338.47</b>	<b>\$1,423,044.07</b>	<b>\$3,934,173.09</b>	<b>\$3,147,338.47</b>	<b>\$3,147,338.47</b>	<b>\$ 00</b>
	<b><i>FAST Act 405b OP Low</i></b>							
	<b><i>405b Low HVE</i></b>							
	M2HVE-2017-00-00-00	DPS - OHP	\$63,699.91	\$ 00	\$63,699.91	\$63,699.91	\$63,699.91	\$ 00
	M2HVE-2017-07-01-00	State Match	\$ 00	\$ 00	\$72,286.92	\$ 00	\$ 00	\$ 00
	<b>405b Low HVE Total</b>		<b>\$63,699.91</b>	<b>\$ 00</b>	<b>\$135,986.83</b>	<b>\$63,699.91</b>	<b>\$63,699.91</b>	<b>\$ 00</b>
	<b><i>405b Low Public Education</i></b>							
	M2PE-2017-02-01-01	Media Campaign	\$181,037.43	\$ 00	\$181,037.43	\$181,037.43	\$181,037.43	\$ 00

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

State: Oklahoma

Federal Reimbursement Voucher

Page: 9

2017-FINAL

Report Date: 12/29/2017

Reimbursement Info: Total: \$.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELPHI

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
	M2PE-2017-02-02-03	OK Publishing Co	\$18,220.53	\$ .00	\$18,220.53	\$18,220.53	\$18,220.53	\$ .00
	<b>405b Low Public Education Total</b>		<b>\$199,257.96</b>	<b>\$ .00</b>	<b>\$199,257.96</b>	<b>\$199,257.96</b>	<b>\$199,257.96</b>	<b>\$ .00</b>
	<b>405b Low CSS Purchase/Distribution</b>							
	M2CSS-2017-02-01-19	Safe Kids OK	\$15,689.79	\$ .00	\$15,689.79	\$15,689.79	\$15,689.79	\$ .00
	M2CSS-2017-02-02-17	Tulsa Safe Kids	\$10,500.00	\$ .00	\$10,500.00	\$10,500.00	\$10,500.00	\$ .00
	<b>405b Low CSS Purchase/Distribution Total</b>		<b>\$26,189.79</b>	<b>\$ .00</b>	<b>\$26,189.79</b>	<b>\$26,189.79</b>	<b>\$26,189.79</b>	<b>\$ .00</b>
	<b>FAST Act 405b OP Low Total</b>		<b>\$289,147.66</b>	<b>\$ .00</b>	<b>\$361,434.58</b>	<b>\$289,147.66</b>	<b>\$289,147.66</b>	<b>\$ .00</b>
	<b>FAST Act 405d Impaired Driving Mid</b>							
	<b>405d Mid HVE</b>							
	M5HVE-2017-03-01-16	Bixby PD	\$17,927.26	\$ .00	\$17,927.26	\$17,927.26	\$17,927.26	\$ .00
	M5HVE-2017-03-02-11	DPS - OHP	\$210,645.57	\$ .00	\$210,645.57	\$210,645.57	\$210,645.57	\$ .00
	M5HVE-2017-03-04-01	Stillwater PD	\$24,701.88	\$ .00	\$24,701.88	\$24,701.88	\$24,701.88	\$ .00
	M5HVE-2017-03-05-10	DPS - OHP - IDLs	\$101,402.84	\$ .00	\$101,402.84	\$101,402.84	\$101,402.84	\$ .00
	M5HVE-2017-07-02-00	State Match	\$ .00	\$ .00	\$273,263.86	\$ .00	\$ .00	\$ .00
	<b>405d Mid HVE Total</b>		<b>\$354,677.55</b>	<b>\$ .00</b>	<b>\$627,941.41</b>	<b>\$354,677.55</b>	<b>\$354,677.55</b>	<b>\$ .00</b>
	<b>405d Mid Paid/Earned Media</b>							
	M5PEM-2017-02-01-01	Media Campaign	\$194,597.19	\$ .00	\$194,597.19	\$194,597.19	\$194,597.19	\$ .00
	M5PEM-2017-02-03-00	Sports Marketing	\$435,453.10	\$ .00	\$435,453.10	\$435,453.10	\$435,453.10	\$ .00
	<b>405d Mid Paid/Earned Media Total</b>		<b>\$630,050.29</b>	<b>\$ .00</b>	<b>\$630,050.29</b>	<b>\$630,050.29</b>	<b>\$630,050.29</b>	<b>\$ .00</b>
	<b>405d Mid Training</b>							
	M5TR-2017-05-01-04	Board of Test	\$64,082.86	\$ .00	\$64,082.86	\$64,082.86	\$64,082.86	\$ .00
	<b>405d Mid Training Total</b>		<b>\$64,082.86</b>	<b>\$ .00</b>	<b>\$64,082.86</b>	<b>\$64,082.86</b>	<b>\$64,082.86</b>	<b>\$ .00</b>
	<b>405d Mid Other Based on Problem ID</b>							
	M5OT-2017-02-01-04	ODMHASAS	\$21,581.29	\$ .00	\$21,581.29	\$21,581.29	\$21,581.29	\$ .00

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

State: Oklahoma

Federal Reimbursement Voucher

Page: 10

2017-FINAL

Report Date: 12/29/2017

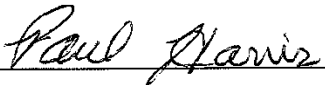
Reimbursement Info: Total: \$.00

For Approval

Claim Period: 09/30/2017 - 09/30/2017

Not Posted In DELPHI

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
	M5OT-2017-03-02-31	ODMHSAS-Task Force	\$22,663.44	\$ .00	\$22,663.44	\$22,663.44	\$22,663.44	\$ .00
	<b>405d Mid Other Based on Problem ID Total</b>		<b>\$44,244.73</b>	<b>\$ .00</b>	<b>\$44,244.73</b>	<b>\$44,244.73</b>	<b>\$44,244.73</b>	<b>\$ .00</b>
	<b>FAST Act 405d Impaired Driving Mid Total</b>		<b>\$1,093,055.43</b>	<b>\$ .00</b>	<b>\$1,366,319.29</b>	<b>\$1,093,055.43</b>	<b>\$1,093,055.43</b>	<b>\$ .00</b>
	<b>FAST Act 405f Motorcycle Programs</b>							
	<b>405f Motorcyclist Training</b>							
	M9MT-2017-07-02-00	State Match	\$ .00	\$ .00	\$644.38	\$ .00	\$ .00	\$ .00
	<b>405f Motorcyclist Training Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$644.38</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
	<b>405f Motorcyclist Awareness</b>							
	M9MA-2017-02-01-01	Media Campaign	\$2,577.50	\$ .00	\$2,577.50	\$2,577.50	\$2,577.50	\$ .00
	<b>405f Motorcyclist Awareness Total</b>		<b>\$2,577.50</b>	<b>\$ .00</b>	<b>\$2,577.50</b>	<b>\$2,577.50</b>	<b>\$2,577.50</b>	<b>\$ .00</b>
	<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$2,577.50</b>	<b>\$ .00</b>	<b>\$3,221.88</b>	<b>\$2,577.50</b>	<b>\$2,577.50</b>	<b>\$ .00</b>
	<b>NHTSA Total</b>		<b>\$8,319,480.24</b>	<b>\$1,845,888.85</b>	<b>\$10,399,350.32</b>	<b>\$8,319,480.24</b>	<b>\$8,319,480.24</b>	<b>\$ .00</b>
	<b>Total</b>		<b>\$8,319,480.24</b>	<b>\$1,845,888.85</b>	<b>\$10,399,350.32</b>	<b>\$8,319,480.24</b>	<b>\$8,319,480.24</b>	<b>\$ .00</b>

  
 \_\_\_\_\_

I CERTIFY, that in accordance with the laws of the state and under the terms (APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT of the approved program(s) area that actual costs claimed have been incurred OR OTHER APPROPRIATE REVIEW) and have not previously been presented for payment.

State Official:

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**OHSO/Jordan Advertising**  
 NHTSA Performance Measures Survey  
 June, 2016

**Background and Methodology**

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

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

**Methodology by Year**

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

**Table 1**

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

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



**Changes from past surveys:**

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

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

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

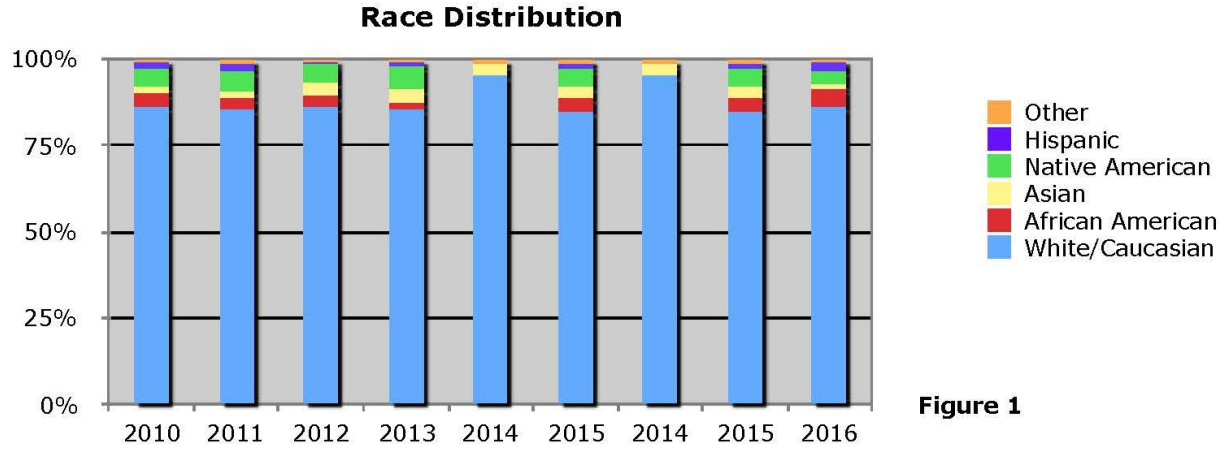
The anti-texting legislation was signed into law by Governor Mary Fallin in May of 2016. Some excerpts from the law include:

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

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

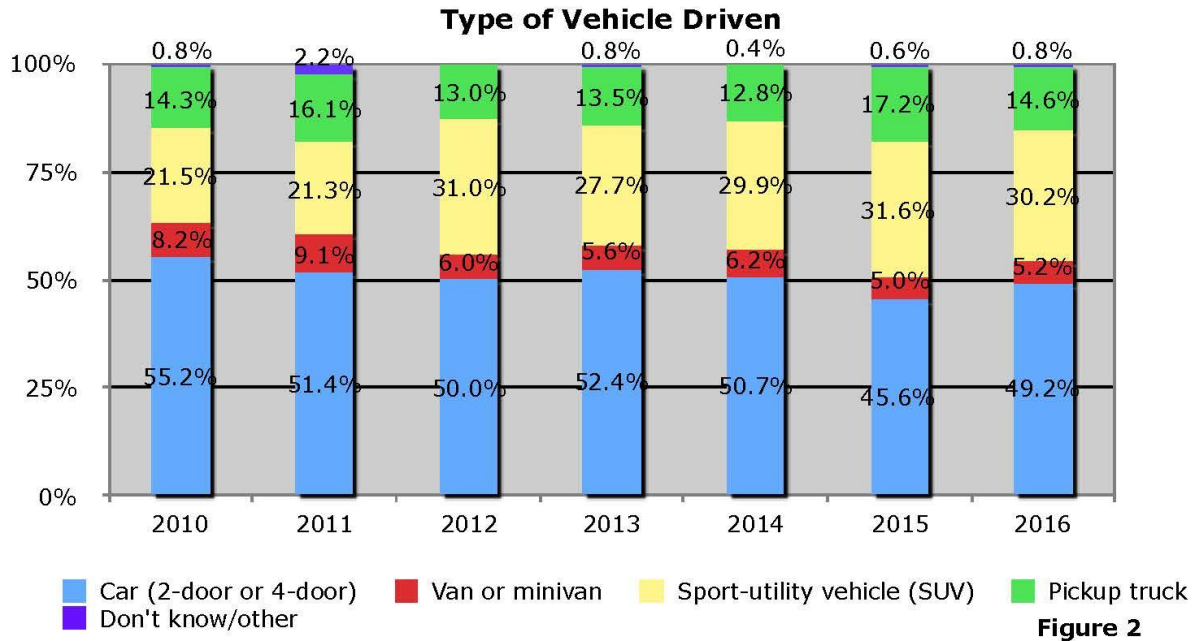
**2016 Demographics**

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



**Figure 1**

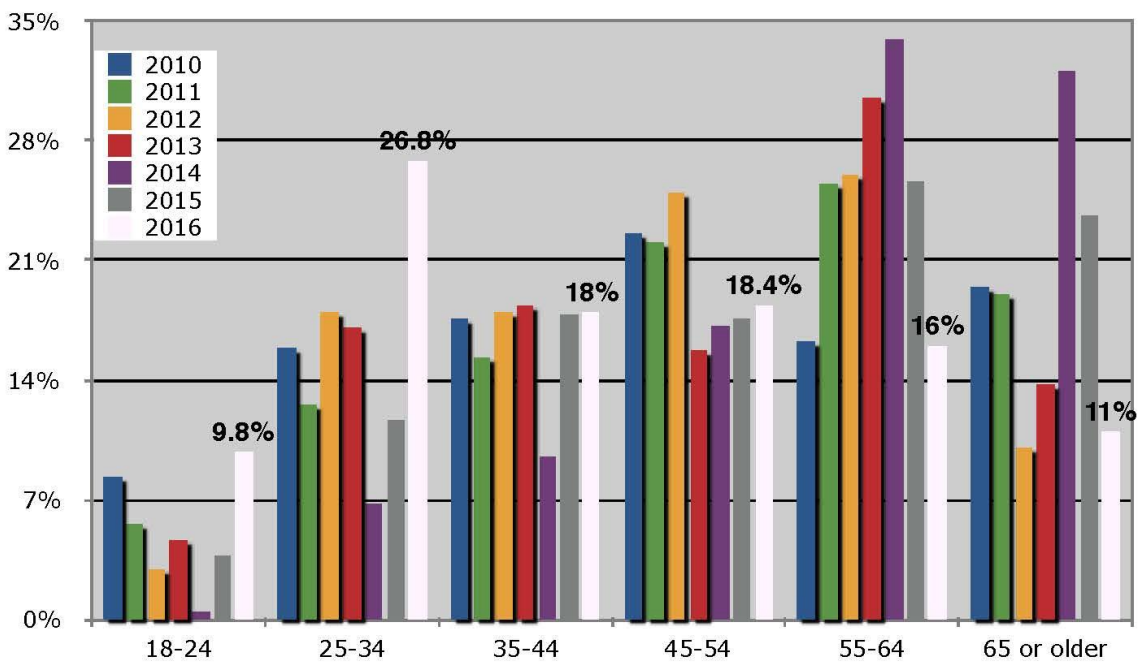
Among respondents, slightly less than half (49.2%) report driving a 2- or 4-door car most of the time, up from last year's all-time low of 45.6% (see Figure 2). Those who report driving a van or minivan also climbed slightly from last year's low of five percent up to 5.2%. About a third of respondents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



**Figure 2**

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

**Age Demographic, 2010 - 2016**



**Figure 3**

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

**Seat Belt Use and Attitudes**

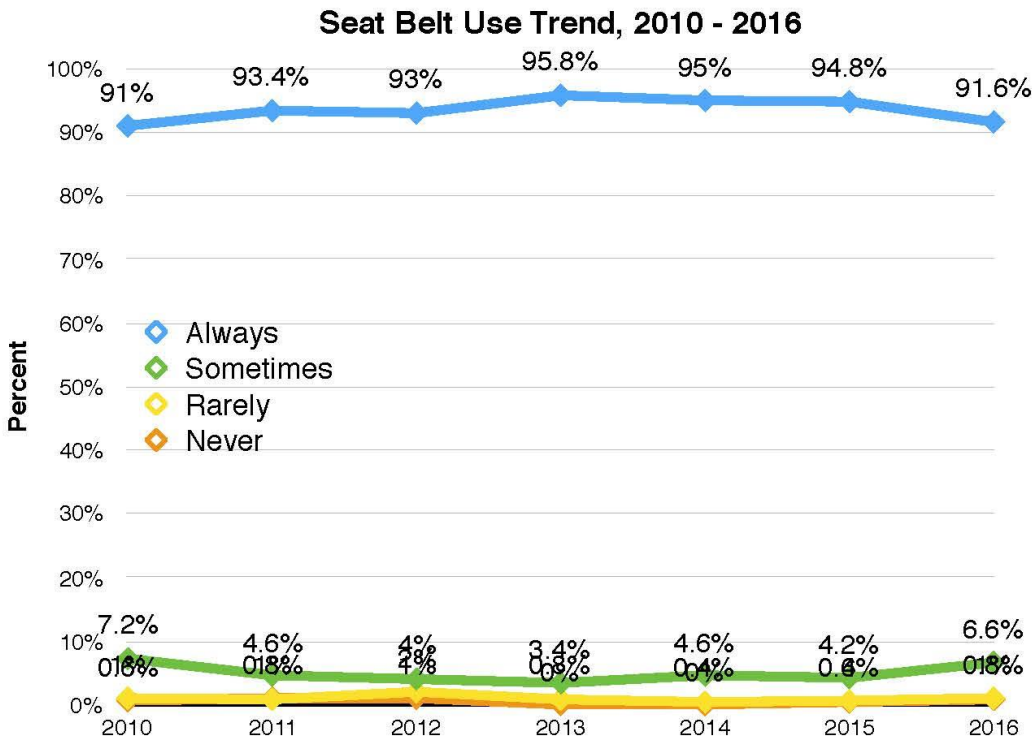
Seat belt use has not deviated much at all from year to year. The vast majority of Oklahomans report always wearing their seatbelt when they drive or ride in a vehicle, with minuscule percentages over time (one percent or less) reporting they rarely or never wear their safety restraint.

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

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

**Table 2**

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



**Figure 4**

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

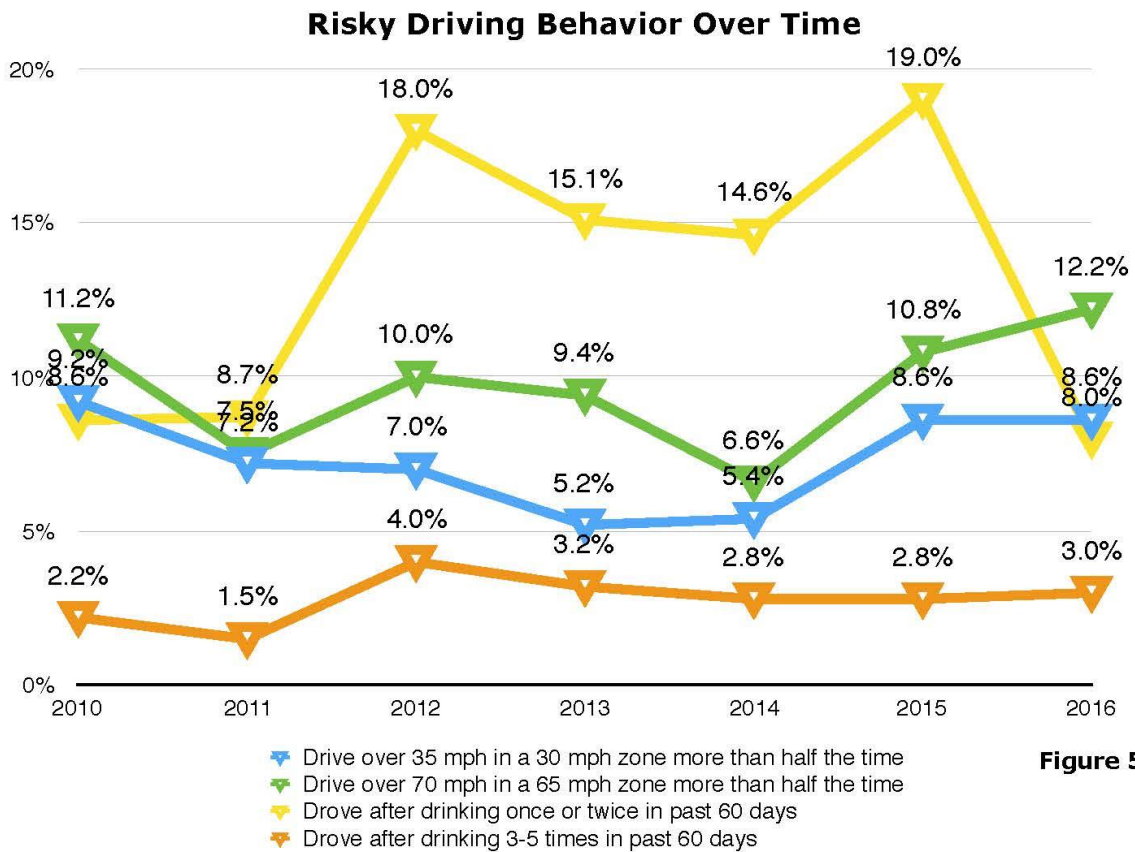
<b>How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?</b>								
	<b>Male</b>	<b>Female</b>	<b>18-24</b>	<b>25-34</b>	<b>35-44</b>	<b>45-54</b>	<b>55-64</b>	<b>65 or older</b>
<b>Always</b>	91.0%	92.1%	93.9%	88.8%	90.0%	92.4%	96.3%	90.9%
<b>Sometimes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

**Table 3**

**Risky Behavior**

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

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



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

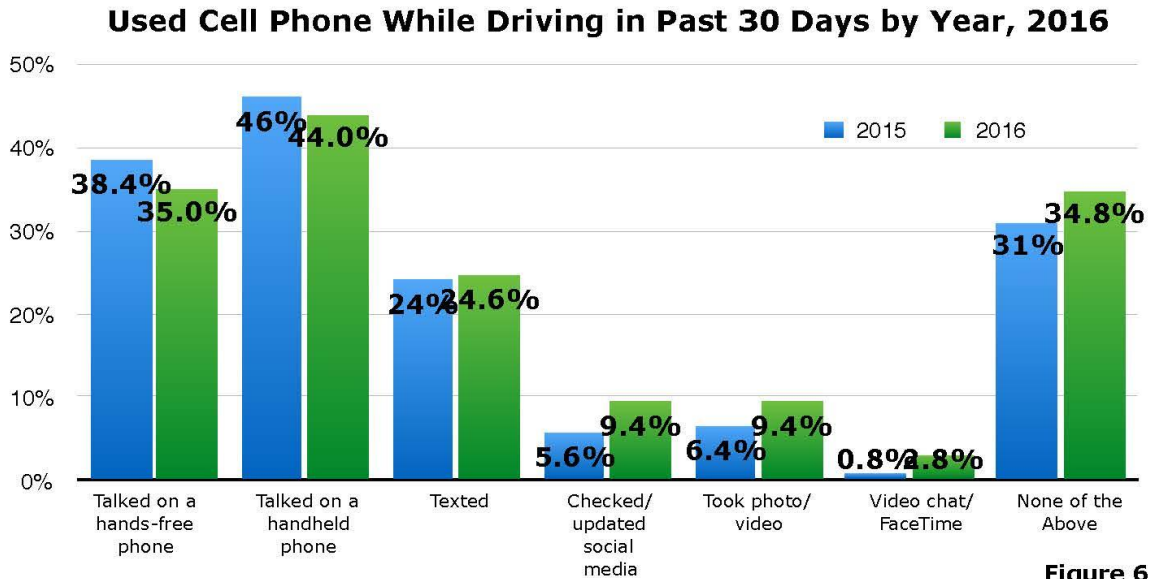
**In the past 30 days, have you done any of the following while driving? Check all that apply**

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

**Table 4**

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

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



**Figure 6**

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

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

**Table 5**



### Cell Phone Use While Driving by Sex, 2016

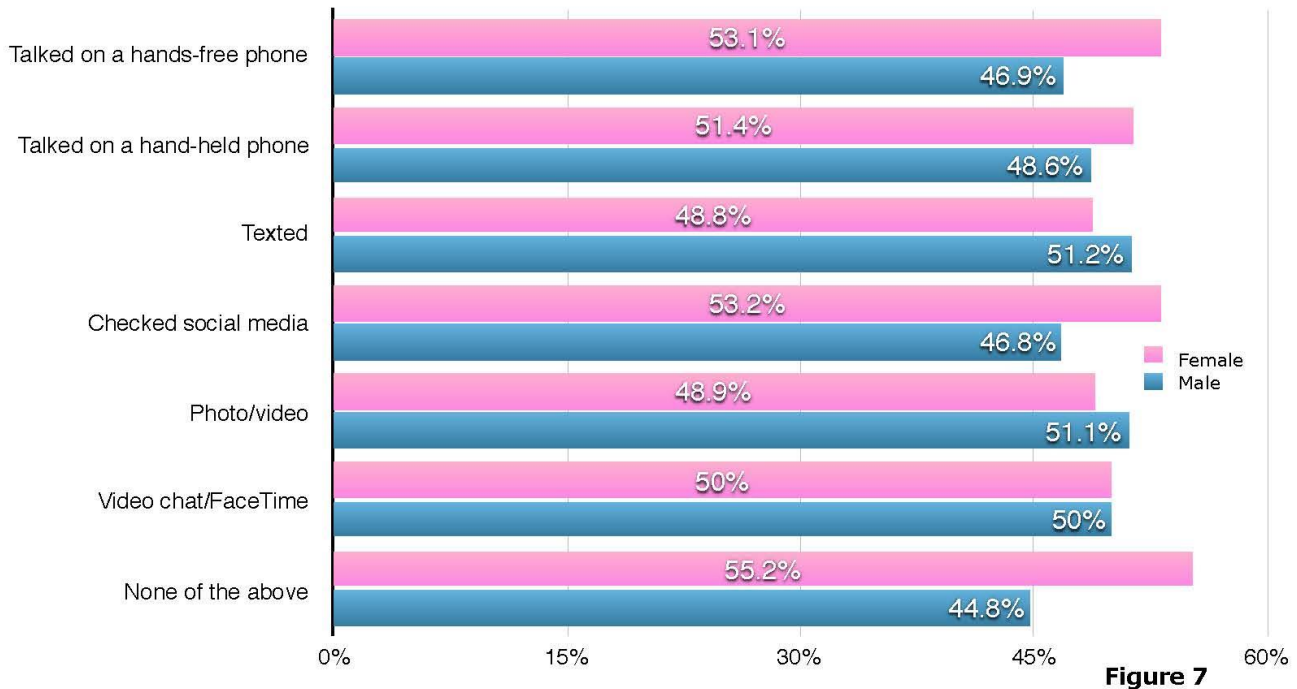


Figure 7

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

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

Table 6

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

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

**Table 7**

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

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

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

### Distracted Driving by Age, 2015

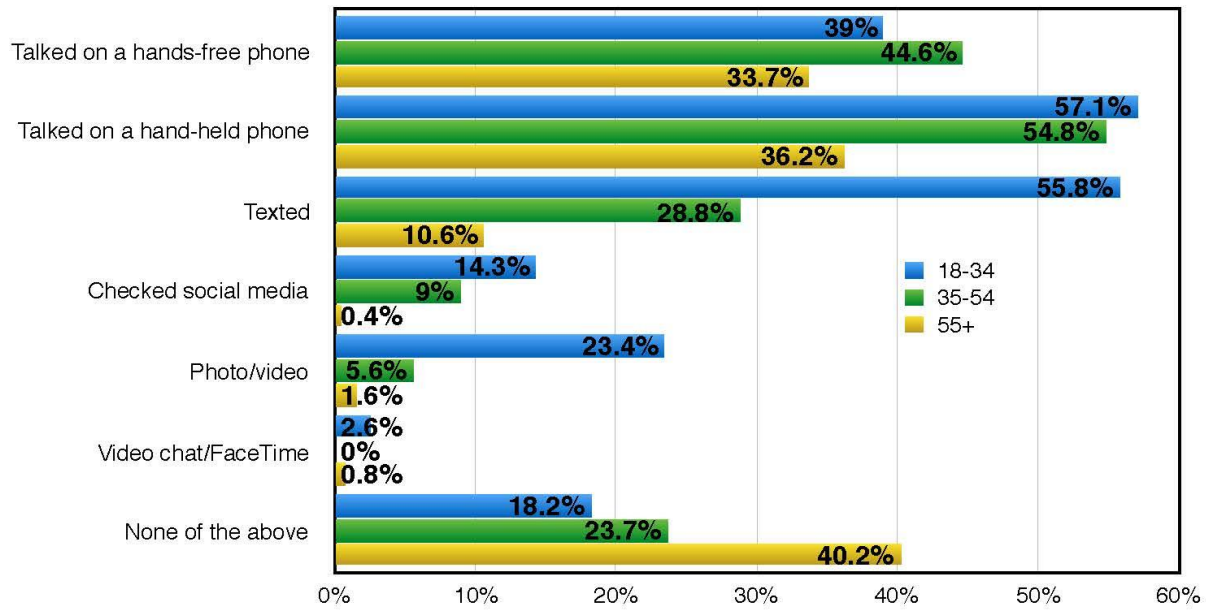


Figure 8

### Distracted Driving by Age, 2016

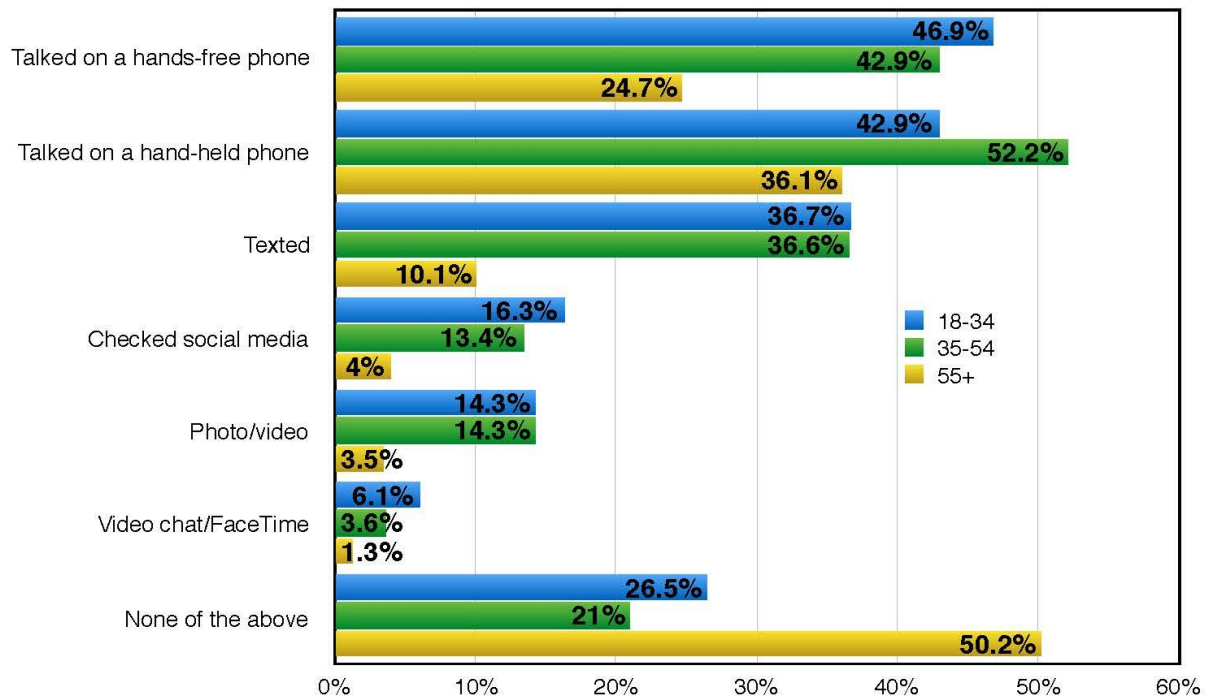


Figure 9

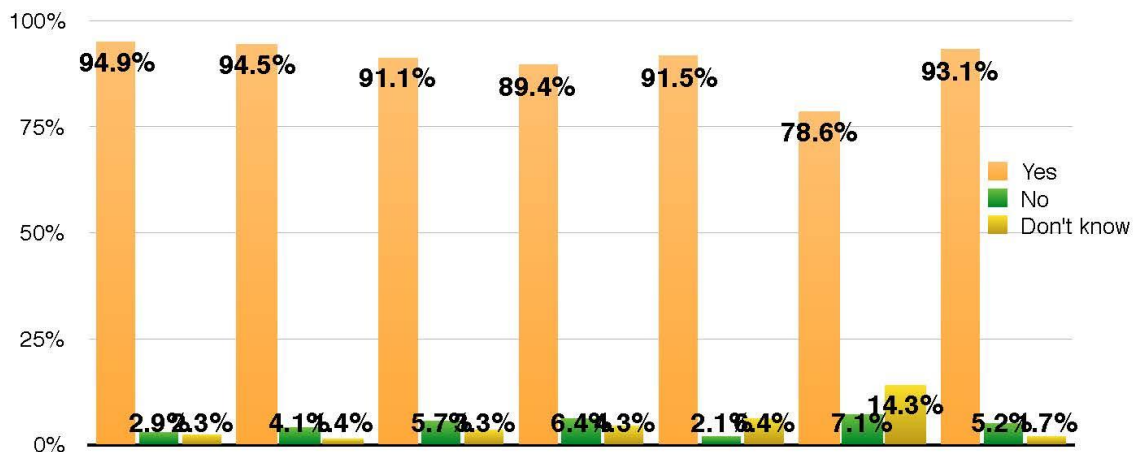
**Awareness of Distracted Driving Law/Influenced Driving Reduction Efforts**

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

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

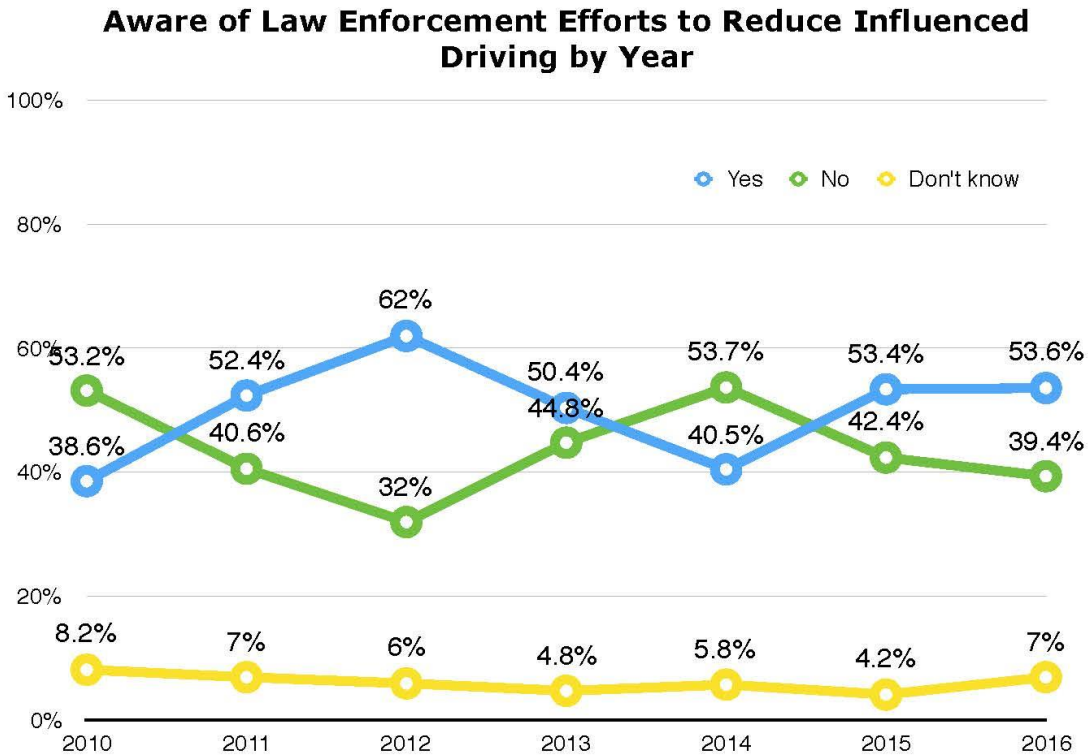
**Table 8**

**Awareness of No Texting Law by Distracted Driving Behavior, 2016**



**Figure 10**

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



**Figure 11**

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

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

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

**Table 9**