



2015 Annual Report

OKLAHOMA HIGHWAY SAFETY OFFICE

The Honorable Mary Fallin, Governor of Oklahoma

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This report is for the Federal Fiscal Year 2015 from October 1, 2014 through September 30, 2015. This report contains a variety of crash data statistical references. The latest crash data currently available from the NHTSA FARS database (Fatality Analysis Reporting System) is calendar year 2014, with the exception of rates related to vehicle miles traveled (VMT) of which 2013 is the latest data available. The latest crash data available from the State of Oklahoma crash database is calendar year 2014. Due to corrections made in the FARS database which are not reflected in the Oklahoma database, there are often significant statistical differences related to use rates and percentages between FARS and State data. Therefore, any data provided and identified as Oklahoma data should be considered, for comparison purposes in goals and targets, as preliminary in nature only.



Vision

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

Mission

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



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

Executive Summary

The goal of the Oklahoma Highway Safety Office is, and always has been, to save lives by identifying and promoting programs designed to reduce the number and severity of traffic crashes in the State of Oklahoma. To this end, the Highway Safety Office works with our various local, State and Federal partners in identifying and prioritizing the State's traffic safety needs and goals, as outlined in the annual State Highway Safety Plan. The Highway Safety Office receives a majority of its funding from the National Highway Traffic Safety Administration (NHTSA), but also has oversight and administration of designated state funds obligated for specific purposes, such as motorcycle safety and child passenger safety. This Annual Report will provide an analysis of the results of its programs and goals for Federal Fiscal Year 2015.

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

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

In calendar year 2014, there were 589 vehicle collisions involving a fatality in the State of Oklahoma¹, in which 669 persons lost their lives². While these numbers represent an improvement from 2013 (621 fatal collisions and 678 fatalities), they still represent a needless loss of life. Even more significant is the fact that of those 669 deaths, 154 resulted from crashes involving a driver having a blood alcohol level of .08 or more. While this number reflects a decrease from 2013 in which 169 deaths resulted from such crashes, we must continue our efforts to better identify the causal factors and remove impaired drivers from our roadways. In response to such need, the Governor's Impaired Driving Prevention Advisory Council was created in 2013. This council is charged with making recommendations to the Governor's office on ways to better combat the impaired driving problem. We have also increased our outreach to the Native American community, hosting a breakout session specific to tribal efforts in impaired driving at the annual OHSO Highway Safety Forum.

The increase in the observed statewide seat belt use rate from 83.6% in 2013 to 86.3% in 2014 did not continue into 2015, with the 2015 survey reflecting a use rate of 84.4%³. The southeast section of the state had the highest seat belt use rate at 88.3%, while the northeast part of the State had the lowest use rate (82.0%). The highest sampled county use rate was in Pittsburg County (94.9%), with Garfield County having the lowest (73.6%).

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

¹ *Oklahoma Crash Facts 2014*

² *NHTSA Fatality Analysis Reporting System (FARS)*

³ *Oklahoma Seat Belt Observation Study Summer 2015*

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

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

- ❖ *Oklahoma District Attorneys Council Traffic Safety Resource Prosecutor*
The TSRP project conducted 66 hours of continuing education across 15 separate training events in 2015 to approximately 237 traffic safety partners.
- ❖ *DCCCA, Inc. SAFE Teen Seat Belt Project*
Grove High School increased their seat belt use in and around their school from 81% at the start of the program year to 90% at the end of the survey period.
- ❖ *OHP Impaired Driving Liaison Project*
Five IDLs conducted 45 impaired driving checkpoint/area wide emphasis events throughout the state resulting in 630 DUI arrests. These events were multi-agency and multi-jurisdictional.
- ❖ *Educational Alternatives Distracted Driving Education Project*
A highlight of this first year pilot project was involvement in the Annual FCCLA conference in April of 2015 with 400 students representing 75 schools in attendance and the first Oklahoma Challenge Awards Program held at the State Capitol in May 2015. Keota High School was the State-wide winner and also won the National FCCLA FACTS Award as a result of their Oklahoma Challenge project.
- ❖ *McAlester Traffic Enforcement Project*
Utilizing high visibility enforcement, safety and sobriety checkpoints and intersection patrols, collisions in McAlester decreased by 36% from 2013 to 2015.
- ❖ *Oklahoma County Impaired Driving Education and Enforcement*
Utilizing high visibility enforcement, sobriety checkpoints and a full-time deputy to promote PI&E alcohol awareness, Oklahoma County experienced a 23% reduction in alcohol-related fatal and injury collisions, from 235 in 2012 to 179 in 2014 (latest data available).

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.

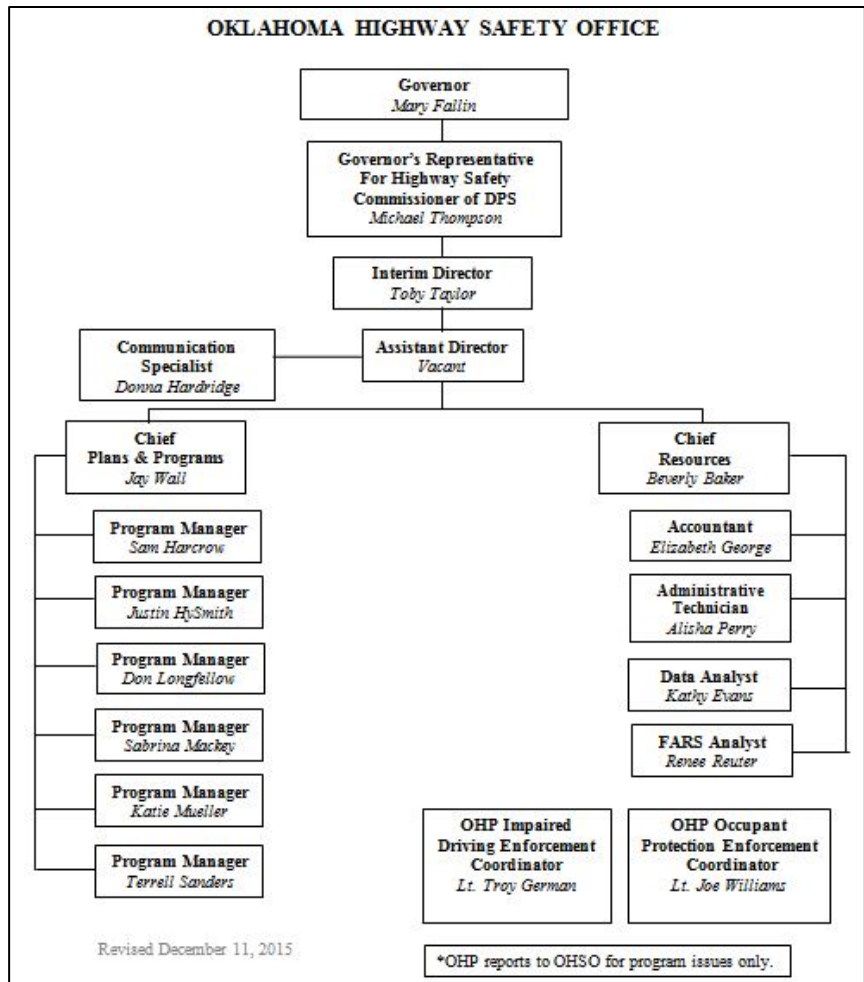
Respectfully,

Toby Taylor, Interim Director
Oklahoma Highway Safety Office

OHSO Organizational Chart

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

- Director
- Assistant Director
- Chief of Resources
- Chief of Plans and Programs
- Six (6) Program Managers
- Communication Specialist
- Data Analyst
- FARS Analyst
- Accountant
- Administrative Technician



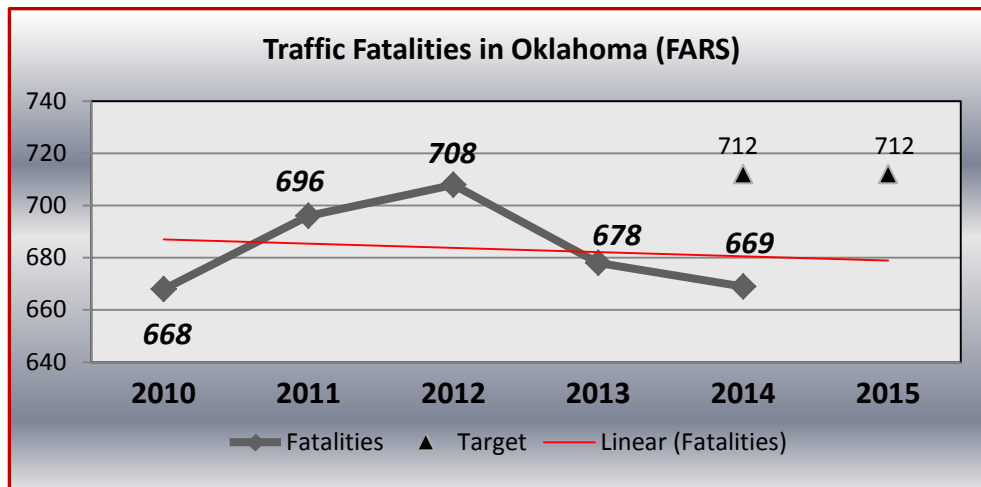
In addition to the office staff, the OHSO has seven full-time Highway Patrol Troopers assigned as Law Enforcement Liaisons to promote traffic safety programs statewide. These positions include a Statewide Impaired Driving Enforcement Coordinator, a Statewide Occupant Protection Enforcement Coordinator,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

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

C-1 Number of Traffic Fatalities (FARS)

Target: To limit an expected increase in traffic fatalities to no more than 712 in 2015 from 708 in 2012.

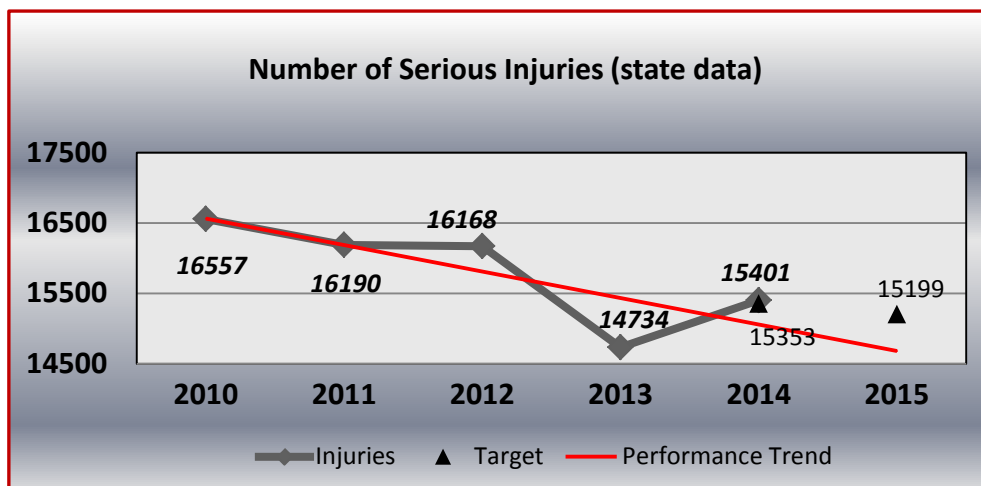
Oklahoma met its 2014 target to limit an expected increase in fatalities to no more than 712 in 2014, with 669 fatalities reported. While CY2015 results are not yet available, preliminary results indicate that the numbers in 2015 may reflect a small decrease in the number of fatalities compared to the 2014 results.



C-2 Number of Serious Injuries (OK)

Target: To decrease the number of serious injuries by 6% from 16,168 in 2012 to 15,199 in 2015.

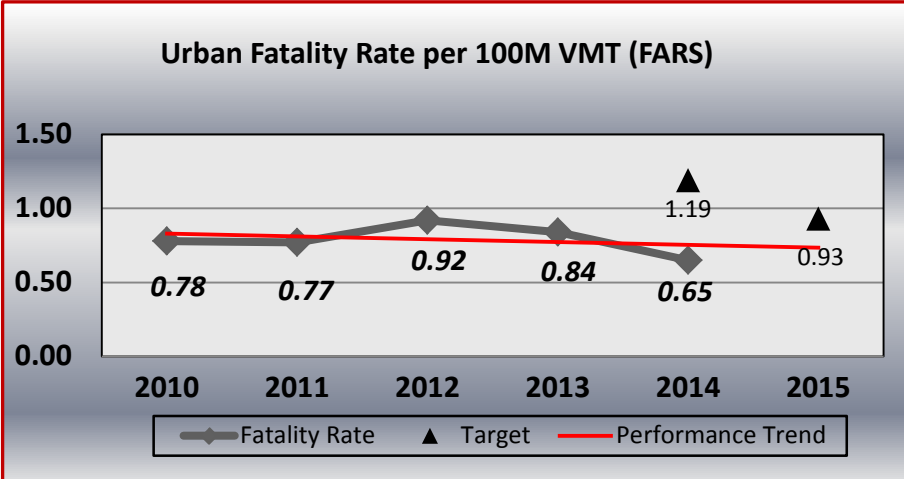
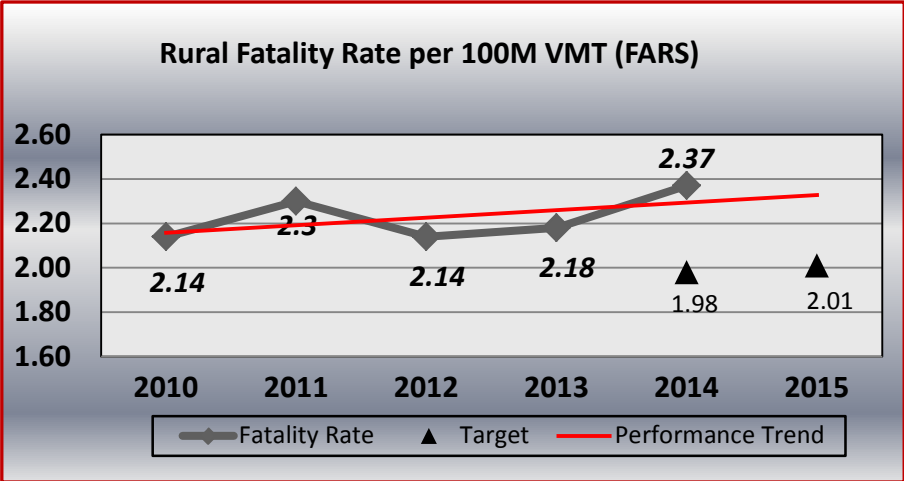
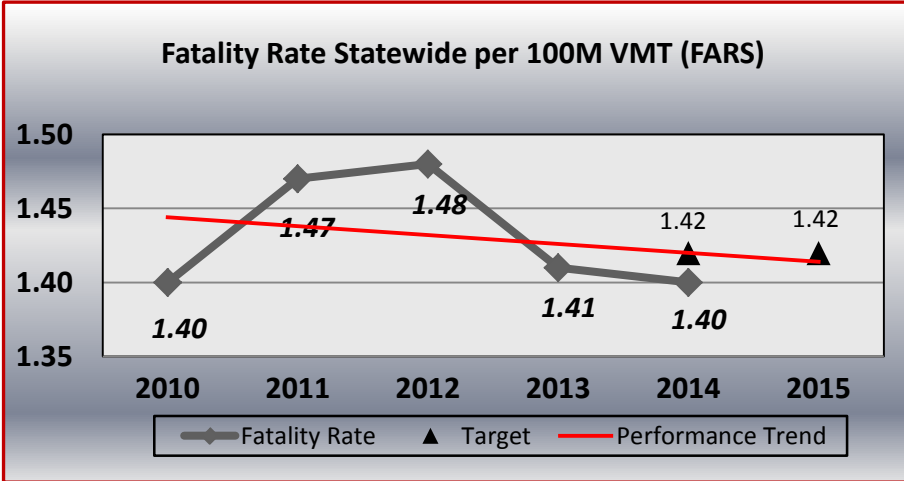
Oklahoma fell just short of the 2014 target of a 6 percent reduction, with a reduction of 4.9 percent (15,401) from 2011 to 2014. However, over the last six years, the number of serious injuries (incapacitating and non-incapacitating) has reflected a downward trend, from a high of 16,190 in 2012 to 15,401 in 2014 (Oklahoma data). Based on preliminary 2015 data, it appears that the number of serious injuries will decrease to a small extent from the 2014 results.



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

Target: To reduce the overall fatality per 100 Million VMT from 1.48 in 2012 to 1.42 in 2015.

The FARS data for this outcome measure are not yet available for CY2014 or CY2015. The measurement of fatalities per 100 million vehicle miles traveled (VMT) is a relatively small statistical number and thus a small deviation can reflect a statistically significant change. *The chart data provided below reflect the CY2014 VMT rates based on state data.* This data reflects the State met targets for the overall and urban rates for 2014, but did not meet the target for the rural rate, which reflected an increase. Any estimate as to the 2015 results at this time is unrealistic.

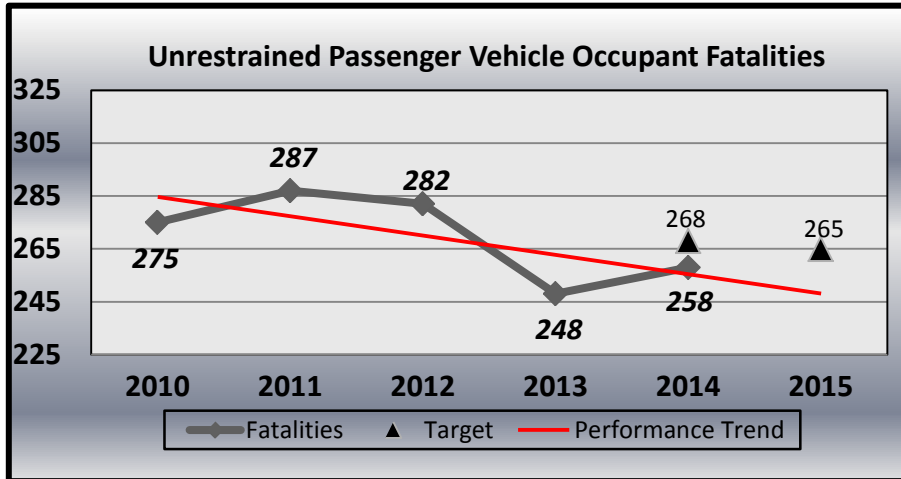


The C-3 data provided for 2014 uses Oklahoma data rather than FARS data for preliminary review.

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

Target: To reduce the number of unrestrained occupant fatalities (all seating positions) from 282 in 2012 to 265 in 2015.

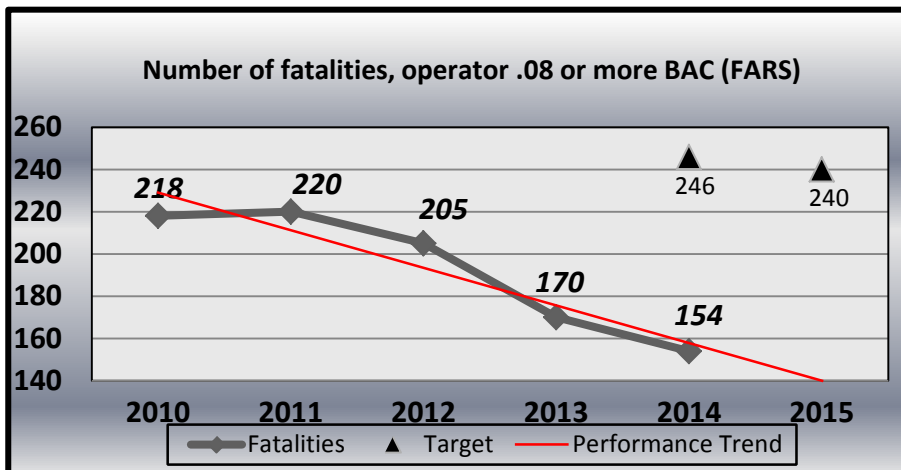
Oklahoma met its 2014 target goal, with the number of unrestrained fatalities down from 287 in 2011 to 258 in 2014. The 2015 statewide belt use survey indicated a drop in the seat belt use rate from 2014 to 2015. Preliminary data reflects that the numbers for unbelted fatalities in 2015 will remain flat or possibly increase by a small amount at or near the 2015 target.



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

Target: To limit the projected increase in the number of fatalities involving drivers or motorcycle operators with .08+ BAC from 205 in 2012 to 240 in 2015.

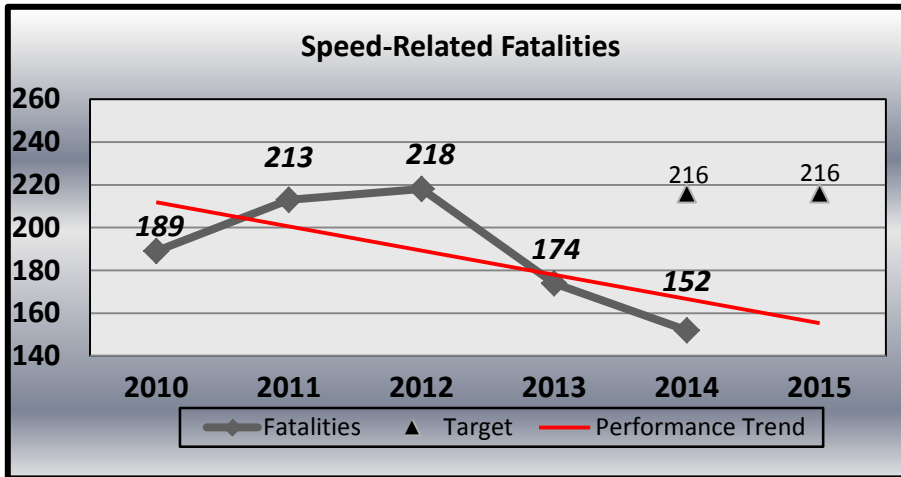
Oklahoma met and greatly exceeded the 2014 target, reducing the number of .08 impaired fatalities from 220 in 2011 to 154 in 2014 – a **25% decrease**. We feel this decrease is not simply a short term trend, but is indicative of positive improvement directly resulting from the countermeasures employed as explained in the Impaired Driving Project Summary section on page 15. (Due to the difficulty in obtaining all necessary data needed for evaluation of this measure in a timely manner, no estimate as to what the 2015 results may reflect is deemed reliable at this time.)



C-6 Speed Related Fatalities (FARS)

Target: To limit the projected increase in the number of speed related fatalities from 218 in 2012 to 216 in 2015.

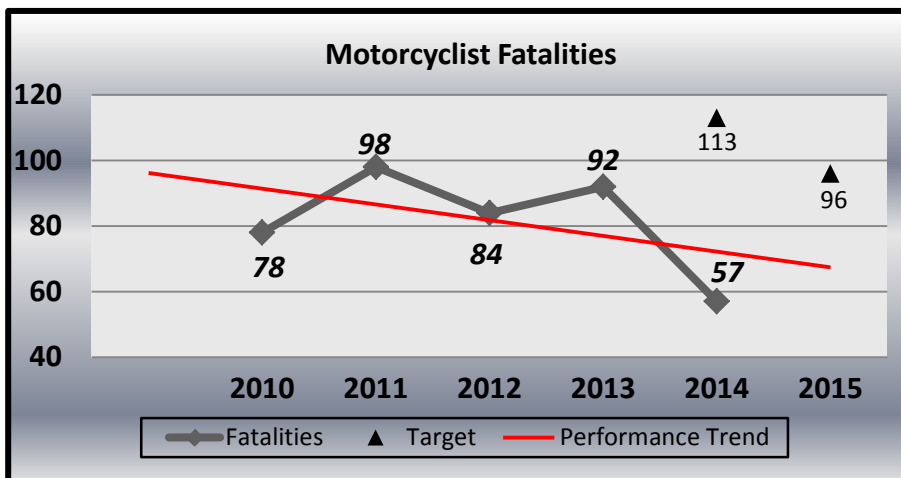
Oklahoma exceeded the 2014 target goal with 152 speed-related fatalities in 2014. From a high of 218 in 2012, the increase in speed related fatalities did not materialize to the extent projected, with speed related fatalities actually decreasing from 218 in 2012 to 152 in 2014. (Due to differences in the definition of “speed related” between FARS and Oklahoma analyses, use of Oklahoma data for comparison and projections is not used in this performance measure).



C-7 Motorcyclist Fatalities (FARS)

Target: To limit the projected increase in the number of motorcyclist fatalities from 84 in 2012 to 96 in 2015.

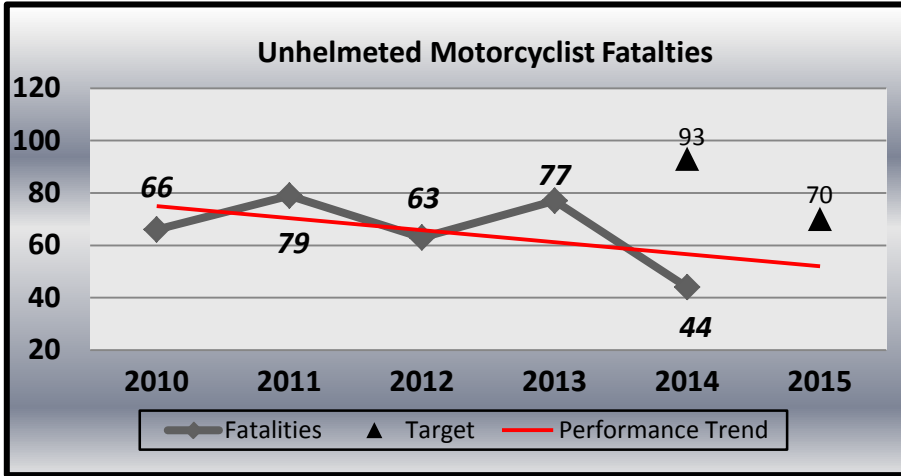
Oklahoma met and exceeded the 2014 target, with 57 fatalities reported in 2014. While motorcyclist fatalities have tended to fluctuate significantly over the last several years, the overall trend has been a decrease in motorcyclist fatalities. Based on preliminary state data, we anticipate the 2015 results will remain near the 2014 level, but still be less than the target goal previously established.



C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Target: To limit the projected increase in the number of unhelmeted motorcyclist fatalities from 63 in 2012 to 70 in 2015.

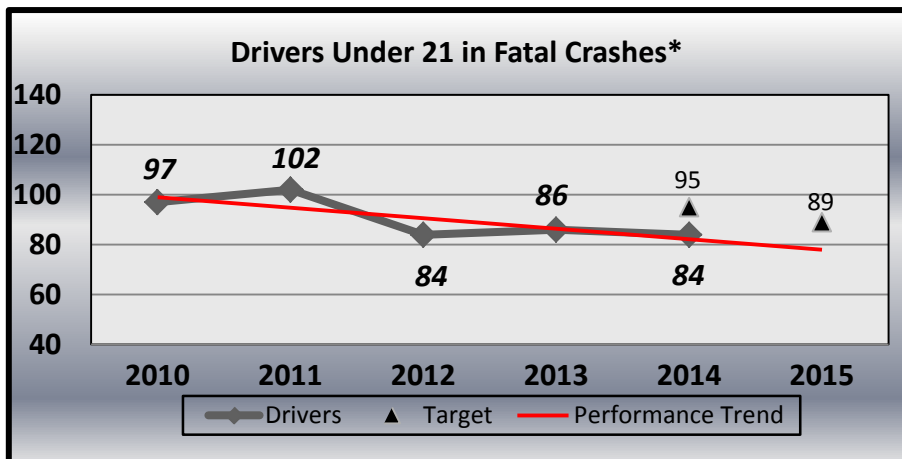
Oklahoma met and exceeded the target projection for 2014, with 44 unhelmeted fatalities reported. Similar to that of the motorcyclist fatalities (C-7), the overall trend has reflected a slight decrease. Based on 2014 data, Oklahoma is on track to meet or exceed the 2015 target projections.



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

Target: To limit a projected increase in the number of drivers under age 21 involved in fatal crashes from 80 in 2012 to 89 in 2015.

Oklahoma met the 2014 target to reduce the number of drivers under age 21 involved in fatal crashes to 95, with 84 drivers under age 21 involved in fatal crashes in 2014. Preliminary 2015 data indicates that this number may reflect an increase in FY15 over the 2014 results. The previous four years, from 2010 through 2014 have reflected an overall decreasing trend in fatalities in this measure.

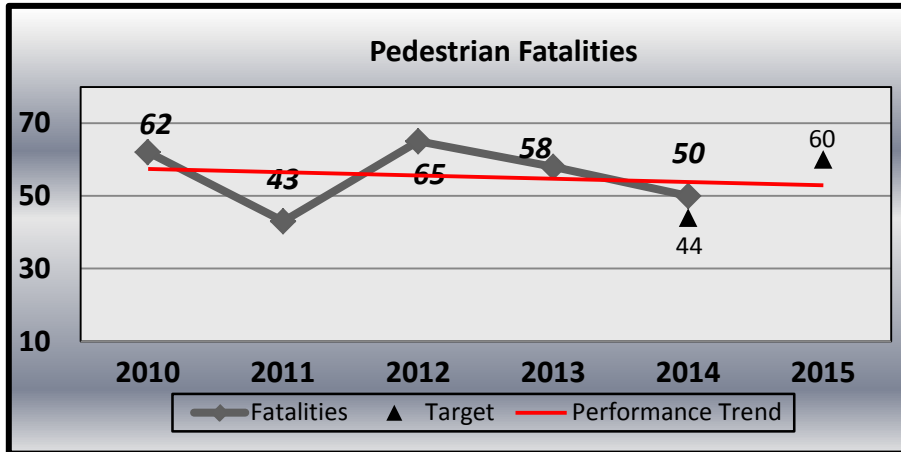


*Note: The graph in the 2014 Annual Report erroneously listed the 2012 results as 77 rather than 84.

C-10 Number of Pedestrian Fatalities (FARS)

Target: To decrease the number of pedestrian fatalities from 65 in 2012 to 60 in 2015.

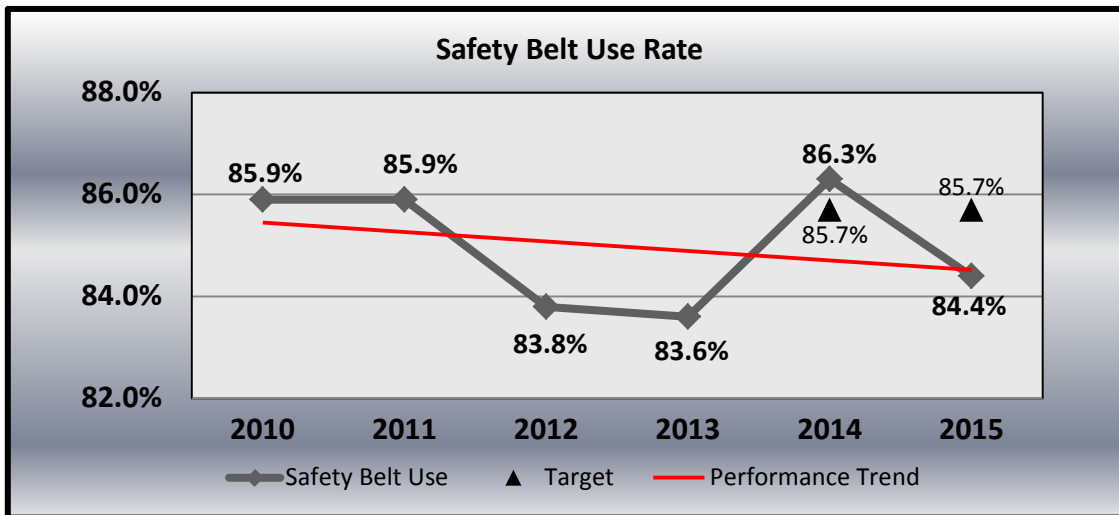
Oklahoma did not meet the 2014 target, with 50 Pedestrian fatalities reported. While representing a relatively small percentage of total traffic fatalities, this area has nonetheless shown small improvement since 2009, with notable annual fluctuations. Oklahoma recognizes the need for additional efforts in this area, as reflected in the FY15 and FY16 Highway Safety Plans. Preliminary data from 2015 indicates that the number of pedestrian fatalities will be similar to the 2014 results, but still less than the target goal.



B-1 Statewide Seat Belt Use Rate

Target: To increase the statewide seat belt use rate from 83.8% in 2012 to 85.7% in 2015.

Oklahoma did not meet the 2015 target to achieve at least a 85.7% statewide seat belt use rate, with a use rate of 84.4% reported in the 2015 survey. The 2014 rate of 86.3% was an all-time high for Oklahoma. Improvement in this area has been difficult to achieve over the last several years, despite increased efforts as identified in the statewide OP strategic plan. Oklahoma will continue to explore other methods to increase the use rate.



5-Year Summary of NHTSA Core Performance Measures for Oklahoma

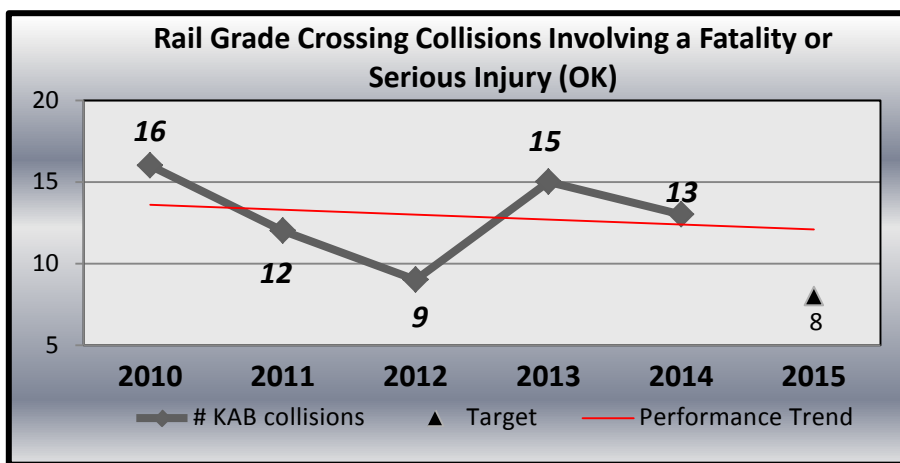
	2010	2011	2012	2013	2014	2015	2015 Target
Traffic Fatalities (FARS)	668	696	708	678	669	*	712
Number of Serious Injuries (OK-AB)	16,557	16,190	16,168	14,734	15,401	**	15,199
Fatalities/VMT Overall (FARS)	1.40	1.47	1.48	1.41	1.40	*	1.39
Fatalities/VMT – Rural (FARS)	2.14	2.30	2.14	2.18	2.37	*	2.01
Fatalities/VMT – Urban (FARS)	0.78	0.77	0.92	0.84	0.65	*	0.93
Unrestrained Fatalities (FARS)	275	287	282	248	258	*	265
Alcohol Impaired Fatalities (BAC .08 or more) (FARS)	218	220	205	170	154	*	240
Speed Related Fatalities (FARS)	189	213	218	174	152	*	216
Motorcyclist Fatalities (FARS)	78	98	84	92	57	*	96
Unhelmeted Motorcyclist Fatalities (FARS)	66	79	63	77	44	*	70
Drivers Under age 21 Involved in Fatal Crashes (FARS)	97	102	84	86	84	*	89
Pedestrian Fatalities (FARS)	62	43	65	58	50	*	60
Statewide Seat Belt Use Rate (OK)	85.9%	85.9%	83.8%	83.6%	86.3%	84.4%	10
Grant Funded Enforcement Activity (based on FFY)							
Seat Belt Citations	18,152	31,276	46,276	22,043	47,638	38,511	
Impaired Driving Arrests	2,948	3,971	3,570	3,781	3,939	3,803	
Speeding Citations	36,987	50,738	47,995	48,202	32,994	39,511	
*FARS data not yet available.							
2014 Fatalities/VMT data reflects Oklahoma data. FARS data not yet available.							
**State data not yet available.							

Other Performance Measures

Railroad Safety

Target: To reduce the number of train related collisions resulting in fatal or serious injury from 9 in 2012 to 8 in 2015 (state data).

Oklahoma did not meet its target for 2014, with 13 vehicle/train collisions occurring involving a fatality or serious injury. 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. In 2014, there were 13 injury crashes involving a train resulting in 21 persons being seriously injured - nine of those 21 were fatal injuries.. The primary emphasis in railway crossing safety is to decrease the number of collisions, thereby offering the best chance to decrease the number of fatal and serious injuries resulting from vehicle/train collisions. Preliminary data is indicating that the downward trend will continue for 2015.



Traffic Records Improvements

Target 1: To establish a statewide, intelligent, common operating platform that captures traffic records, processes and maximizes automation and efficiencies by January 1, 2016.

Target 2: To increase the percentage of mappable city street crashes from 68.1% on June 1, 2014 to 78% by June 1, 2015.

Target 1 was not met, but is still in process. The Department of Public Safety did has released the bid proposals for the development of a new integrated platform.

Target 2 was not totally met, with 76.9% of mappable collisions in the system as of December 1, 2015.

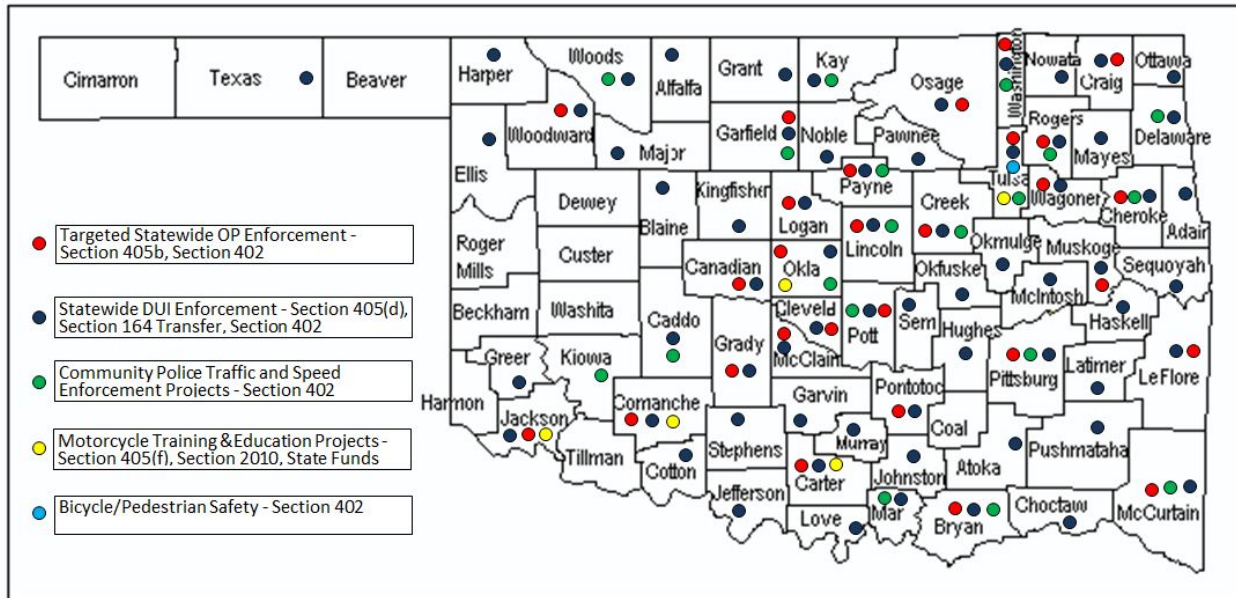
Coordination with the State Strategic Highway Safety Plan (SHSP)

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

FHWA, Oklahoma Highway Patrol, OHP Commercial Motor Vehicle Enforcement Division, municipal planners and others. The Strategic Highway Safety Plan can be found on the ODOT website.

Enforcement Activity Statewide

Oklahoma Law Enforcement Agencies conducted grant funded enforcement activities in 68 of 77 counties in Oklahoma during FFY2015. The map below indicates the types of activity conducted, both enforcement and non-enforcement, and the funding source utilized.



A total of 46 law enforcement agencies received grants which included funding for overtime traffic enforcement activities - resulting in a total of 149,369 written violations issued.

DUI	3,803
OP	38,468
Speed	39,511
Others	67,587
Total	149,369

Partnerships in Traffic Safety

Distracted Driving

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

Child Passenger Safety

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

Safe Communities/Community Traffic Safety Programs

There are currently 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..

Two advanced collision investigation training courses for law enforcement officers were held this year, hosted by Safe Community/TSC groups. These trainings were conducted by the Institute of Police Technology and Management (IPTM). The courses held this year were: "At Scene Traffic Crash Investigation", hosted by Norman PD with 29 officers completing the course; and "Motorcycle Crash Investigation", hosted by Broken Arrow PD with 24 officers completing the training.

Highway Safety Corridor projects

The OHSO continued support of Highway Safety Corridor projects in Pottawatomie, Payne and Cherokee counties. These high crash rate areas were identified in cooperation with the Oklahoma Department of Transportation in 2012. The Safety Corridor project is designed to decrease crashes by focusing on impaired driving, speed violations, occupant protection laws and other safety issues. This is the third year for these corridors and an evaluation of their effectiveness will be conducted in FY16 to determine the extent of their success.

Other Notable Events

- OHSO hosted the annual *Project Directors Training Course* held at the Embassy Suites Hotel and Conference Center in Oklahoma City, October 9-10, 2014, 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.

- At a Capital press conference held on November 13, 2014, Governor Mary Fallin announced the new ENDUI statewide impaired driving campaign. The event was attended by a large number of media outlets and supported by a large contingent of law officers from around the state.
- The Oklahoma Department of Transportation hosted the first meeting of the Statewide Bicycle/Pedestrian Advisory Committee (BPAC) on February 4, 2015. The first meeting included members representing ODOT, Oklahoma Tourism, ACOG, INCOG, Oklahoma Dept. of Health, OHSO, the City of Lawton, the City of Edmond, Oklahoma Bicycling Coalition, and the Oklahoma Bicycle Society. The purpose of the group is to collect, review, discuss and consolidate issues related to bicyclists and pedestrians within the state and refer these issues appropriately within ODOT and other state and local agencies.
- The OHSO hosted the *Oklahoma Traffic Safety Forum* at the Embassy Suites Hotel and Conference Center in Norman April 2-3, 2015, with approximately 175 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.
- The OHP and Oklahoma County Sheriff's Office, including the OHP Motorcycle division, teamed up on April 21, 2015 for a daytime STEP project labeled "Texas-Turnaround". The 8-hour seat belt enforcement blitz targeted the Texas turnarounds on I-240 between May Avenue and Walker in Oklahoma City and resulted in 649 citations, including 608 for seat belt/child restraint, 26 DUS, one DUI arrest, and 4 drug related arrests.
- On April 24, 2015, a new organization was formed under the name *Safe Kids Oklahoma City Metro*. This 25 member coalition was created to focus on pediatric injury prevention efforts, including CPS, in the greater Oklahoma City Metro area.
- OHSO/DPS, among others, participated in the 2nd Annual Motorcycle Safety Day at the south plaza of the State Capital on May 5, 2015. OHP Chief Rick Adams and OHSO Assistant Director Toby Taylor were among a number of speakers at the event, which ran from 11:30am to 2:00pm.
- On September 9, 2015, 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.
- The winners of the Oklahoma Challenge were recognized at a ceremony held at the State Capital on May 20, 2015. This event is a competition among state schools to develop and promote no texting and driving campaigns in their area. Toby Taylor, OHSO Assistant Director, was a speaker at the event.
- Partner agencies Safe Kids Oklahoma and the Oklahoma City Dodgers teamed up for two family nights at the ballpark on August 6 and September 4, 2015 to promote child passenger safety. Representatives from Safe Kids Oklahoma threw the ceremonial first pitch of the baseball game and were on-site to provide child passenger safety education to families in attendance. Oklahoma City Dodgers also provided 250 promotional items to promote the "Buckle Up. Every Trip. Every Time" message. Safety messages were provided in the official game program and on the digital message boards throughout the ball park.

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.⁴ At the forefront of this increased emphasis were the efforts of the members of the Governor's Impaired Driving Prevention Advisory Council (GIDPAC), through Executive Order 2013-03 signed by Governor Mary Fallin on February 5, 2013 and resigned in 2015. This council has continued to meet quarterly since its creation and presented its formal recommendations to the Governor on Feb 5, 2014.

In FY2015, OHSO provided grants to 17 law enforcement agencies statewide, including the OHP, to conduct enforcement activities primarily dedicated to impaired driving enforcement in the majority of the counties in Oklahoma⁵. 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, Section 164 Transfer, and Section 405(d) Oklahoma has developed a statewide strategic plan to address this issue. This plan promotes sustained high-visibility enforcement of impaired driving violations. The plan includes activities in enforcement, education, media, judicial and prosecution areas. In addition, all grantees having enforcement activities are required to submit monthly reports on the number of impaired driving, occupant protection, and speeding violations issued during grant funded operations. *Fatalities involving vehicle operators having .08 or more BAC decreased by 25% from 2012 to 2014 (205 and 154, respectively).*

Program Activities

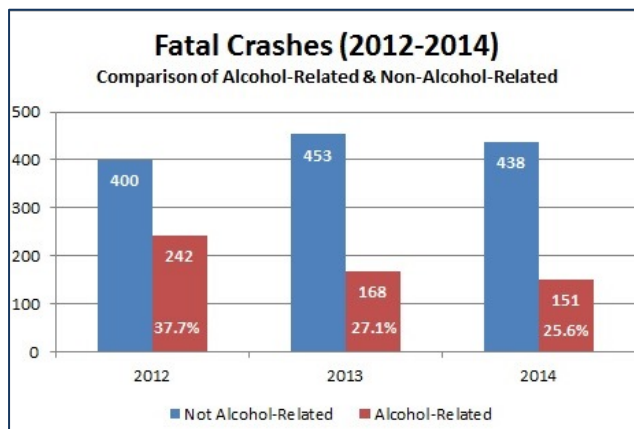
OHP STATEWIDE HIGH VISIBILITY IMPAIRED DRIVING ENFORCEMENT

M5HVE-15-03-01-09

164AL-15-03-03-08

OHP IMPAIRED DRIVING COORDINATOR

M5IDC-1-07-01-00



Utilizing all 13 field Troops, the OHP conducted sustained overtime impaired driving enforcement



in 66 of the State's 77 counties. In addition, each troop used crash, incident and arrest data to target the two highest need counties within that troop for increased overtime enforcement. *While the data for 2015 is not yet available, state data reflects a decrease in the number of alcohol-involved fatal crashes from 168 in 2013⁶ to 151 in 2014.*

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

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

⁵ See map on page 12

⁶ Oklahoma Crash Facts 2014

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



ENDUI Van Mobile Command Center

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

OKLAHOMA COUNTY IMPAIRED DRIVING ENFORCEMENT

AL-15-03-04-08
OP-15-03-03-08
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 7,968 hours of overtime on this project, with 3,379.5 hours directed toward impaired driving enforcement and 4,588.5 hours for occupant protection enforcement. Overtime enforcement resulted in 316 DUI arrests, 8,327 OP violations, 290 speeding violations and 3,831 other types of violations.



Demonstration using Rollover Simulator

This project also funded a full-time deputy for impaired driving education and outreach. The Project Deputy conducted a total of 95 presentations during the year, with 29 of those using the SIDNE vehicle (Simulated Impaired Driving Experience) as well as the Rollover simulator.

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

M5TR-15-02-03-15
M5TR-15-02-04-14
M5TR-15-05-03-02

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

Twenty-three (23) ARIDE training classes were planned, scheduled, aggressively advertised in cooperation and coordination with the CLEET Coordinator, and conducted in accordance with NHTSA

guidelines. Class locations were selected to cover both rural and urban areas statewide. A total of three hundred seventy five (375) officers were trained in the ARIDE classes.

The DRE course is a rigorous two-week course and provides extensive knowledge concerning drug impairment. There were two (2) DRE certification courses conducted this year for 40 candidates, 30 of whom completed all requirements for certification. The CLEET Impaired Driving Training Coordinator was charged with facilitating and promoting the various impaired driving training programs throughout the state and providing a point of contact for those needing or desiring such training. This position worked closely with Norman PD, OACP and CLEET to accomplish this goal. As part of her duties, the IDTC developed an implementation plan to expand impaired driving training. The IDTC also developed and maintained a statewide register and database to track SFST, ARIDE and DRE trained officers.

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

***AL-15-02-01-12
M5CS-15-02-02-04***



District Attorneys and Judges are a critical component of the impaired driving prevention process. The OHSO contracted with the Oklahoma District Attorneys Council and East Central University to provide these key personnel with up-to-date, state-of-the-art customized training. The TSRP project conducted 66 hours of continuing education across 15 separate training events in 2015 to approximately 237 traffic safety partners. These training events included the 2015 Prosecutor Boot Camp and Trial Advocacy workshop and the annual Prosecuting the

Impaired Driver conference amongst other legal update and sobriety checkpoint presentations. Over 1300 traffic safety partners received the TSRP "Highway Headlights" newsletter and other resource documents prepared by the TSRP project. The TSRP provided technical assistance in 83 DWI, DUI, DUID and APC cases, and conducted 226 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 Tulsa Bar Convention on November 13, 2014 that had 16 judicial participants, MJCLE education workshop in Sulphur, Oklahoma on April 24, 2015, that had 16 judicial participants; Judge Carol Hubbard's presentation at the Oklahoma New Judges Training on May 27, 2015; and finally SJEP was invited to present at the Oklahoma Judges Conference on July 24, 2015. SJEP also maintained the previously created website that allows judges to access any program information created or disseminated by ECU.

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

***M5TR-15-05-02-02
M5BAC-15-05-02-07
M5TR-15-02-05-07***

*"DUI cases have become some of the most complex in the criminal justice system. These challenges range from the initial law enforcement stop of the vehicle to the testing procedures used to determine alcohol concentration in blood, breath, and urine samples to possible alternative explanations for those results."*⁷ Without the ability to conduct quantitative and qualitative analysis in a proper and timely fashion, the needs of the judicial system, the police officer, the citizen and the public are not served. For several years, the OHSO has partnered with the Oklahoma Board of Tests (BOT) and the Oklahoma State Bureau of Investigation (OSBI) to increase and improve testing and analysis of DUI test results.



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

The Board of Tests provided 35 regional Intoxilyzer training classes outside the central Oklahoma area as well as 24 classes in the central part of the State for a total of 59 classes throughout the year. The number of certified Intoxilyzer 8000 operators has increased from 3,652 in 2013 to 4,156 at the end of FY15, exceeding target projections.

The OSBI performs the State's analysis of blood samples in DUI cases. Using state-of-the-art equipment obtained through prior grants, this grant funded two additional analysts to improve the timeliness of analysis. As a result, the average turnaround time for case analysis was decreased from 39 days to 36 days during this grant cycle. The average number of cases over 30 days old was decreased from 390 to 119. While this is an improvement, the project fell short of meeting the target of no cases pending over 30 days old.

BoT Intoxilyzer Training Class

GOVERNOR'S IMPAIRED DRIVING PREVENTION ADVISORY COUNCIL

164AL-15-07-01-00

M5OT-15-07-01-02



Created by Executive Order in 2013, GIDPAC was charged with reviewing all aspects of the impaired driving problem in Oklahoma and submitting recommendations to the Governor. The Governor's appointees to the council included members from a variety of governmental and non-profit agencies, including: Oklahoma Dept. of Mental Health Substance Abuse Services, Oklahoma 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 is in process;
- Increased focus on training for law enforcement, to include the development of an Impaired Driving Investigator Training course, which will consist of Levels I-IV;
- Exploring other methods of testing; the oral fluid study is being conducted in conjunction with OSU and OHP;
- Increased opportunities for Breath Test Operator training through the Board of Tests; 68 classes with 544 new operators trained.

There were four (4) grants funded in FY2015 as a direct result of GIDPAC recommendations:

Dept of Mental Health, Substance Abuse Services (M5OT-15-03-01-02) (M5IS-15-05-01-02) (M5TR-15-05-04-01)	<ul style="list-style-type: none"> • The 2M2L Task Forces in Oklahoma and Tulsa Counties targeted underage drinking enforcement, conducting 15 alcohol compliance checks, 5 community events and 5 party patrols resulting in 128 citations/warnings and 70 arrests. • The statewide survey was conducted through a cooperative agreement with the University of Oklahoma. The survey results were submitted to ODMHSAS on September 15, 2015 for review and use in making decisions in allocation assessments and enforcement efforts going forward. • The AlcoholEdu program was successfully implement in six additional schools: Harding Charter Preparatory High School (Oklahoma County), Dove Science Academy (Oklahoma County), Classen Advanced Studies (Oklahoma County), Yukon High School (Canadian County), Northeast High School (Oklahoma County) and Southeast High School(Oklahoma County).
Alcoholic Beverage Laws Enforcement (ABLE) Commission (M5BAC-14-05-02-01 and M5TR-14-05-05-01)	<ul style="list-style-type: none"> • Develop and increase training in and investigation of crashes involving alcohol use and minors under the age of 21. TRACE training (Target Responsibility for Alcohol Connected Emergencies) was provided to 110 law enforcement officers. No TRACE investigations were conducted using grant funds.

OSU IMPAIRED DRIVING PROJECT

164AL-15-06-01-07

COMMUNITY IMPAIRED DRIVING ENFORCEMENT AND EDUCATION⁸

As reflected on the map on page 12, there were enforcement grants provided to forty-seven (47) Oklahoma law enforcement agencies in FY2015. Of those, seventeen (17) 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.*⁸ With the exception of the OHP, all of these were local community projects.

Oklahoma State University project funded a full-time Project Officer who was to devote 50% of his/her time to impaired driving education and 50% of time to DUI enforcement. The Project Officer made 136 alcohol education presentations at Freshman Orientation classes, Residential Halls, and Greek housing. The Project Officer issued 213 contact reports, including nine DUI arrests, during enforcement activity.

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

Canadian Co SO	Logan Co SO	Oklahoma City PD	Sapulpa PD	Washington Co SO
Edmond PD	Mustang PD	Oklahoma Co SO	Tulsa Co SO	
Kay Co SO	Norman PD	OSU PD	Tulsa PD	
Lawton PD	OHP	Sand Springs PD	Tuttle PD	

The above agencies reported a total of 3,531 arrests for impaired driving during grant funded overtime(93% of impaired driving arrests made during all funded enforcement projects).

The following agencies had secondary impaired driving enforcement grants: Enid PD, Bixby PD

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

Motorcycle Safety Program Summary

Oklahoma met and exceeded both the targets for motorcycle safety in 2014. Of the 57 fatalities reported, 44 were unhelmeted. Oklahoma has addressed the traffic problems associated with the increased number of motorcyclists on the highways over the last several years by expanding training and education programs.⁹ The Oklahoma Advisory Committee for Motorcycle Safety and Education approves the funded projects and other state programs and solicits input from its members and partners on motorcycle safety matters. Efforts are continuing to include training requirements in the motorcycle endorsement law. We have not been, and do not expect to be in the foreseeable future, successful in getting a mandatory helmet law passed. In spite of this, there has been a reduction in the number of motorcyclists fatalities.

Program Activities

EDMOND PD MOTORCYCLE SAFETY EDUCATION

MC-15-02-03-17
M9MA-15-02-01-17

Using the specially designed trailer and demonstration motorcycles purchased previously, the Edmond Police Department Motorcycle Division conducted five training courses with 82 students, and sixteen (16) Share the Road presentations to an audience of more than 3,000 persons this year to promote the motorcycle safety “Share the Road” message. The training program teaches two levels of motorcycle classes. Level one is a motorcycle survival course that focuses on emergency braking and collision avoidance utilizing slow speed maneuvering. The class is offered in the spring and fall. Level two is a more dynamic version of level one. Level two takes the skills learned in level one and combines them into a real life scenario which combines several of the exercises from level one into multitask exercises to further challenge the rider to be proficient in their everyday riding and collision avoidance practices.

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

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

MC-15-02-02-14
STMC-15-02-05-08

The Broken Arrow and Tulsa Police Departments both instituted motorcycle safety programs in their respective cities in FY2014 (Broken Arrow is a suburb southeast of Tulsa). Using the same Motorcycle Survival Course curriculum as the Edmond PD program, these agencies conducted a total of ten training classes with 143 students participating during FY2015. As with the other OHSO funded projects, there is no charge to attendees and officers conducting the training work in a overtime capacity funded by their grants. The evaluations completed by the participants in these grants have been overwhelmingly positive in their evaluation of the manner and professionalism of the training they received from these agencies.

⁹ See Pg 48 – FY2015 Funded Project Expenditures

OHP MOTORCYCLE SAFETY EDUCATION

STMC-15-06-01-01

The OHP Motorcycle division Troop MC is made up of 1 Captain, 1 Lieutenant and 14 Troopers. During FY15, OHP Troop MC conducted 12 Saferider/Motorcycle Survival Programs throughout the State of Oklahoma with 245 participants. Each of these classes consisted of 20-30 students participating in hands on riding exercises to improve their safe riding skills. Three other classes were cancelled due to bad weather. OHP Troop MC also presented the Share the Road at 42 venues such as safety fairs and large gatherings of motorcycle riders. During these events Troop MC came into contact with thousands of motorcycle riders, automobile drivers and commercial vehicle drivers promoting motorcycle awareness and safety. OHP Troop MC promoted voluntary safety helmet use at every program and required safety equipment use at all of the events in which actual on-bike instruction was involved.

NATIONAL GUARD MOTORCYCLE SAFETY TRAINING

MC-15-05-01-04

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

GREAT PLAINS TECHNOLOGY CENTER TRAINING

STMC-15-02-01-04

SOUTHERN OK TECHNOLOGY CENTER MOTORCYCLE SAFETY EDUCATION

STMC-15-02-03-03

OSU-OKLAHOMA CITY TRAINING PROGRAM

STMC-15-02-02-04

These programs offered a combination of MSF approved motorcycle training and education courses, including IME, BRC, BRC2, Advanced Rider Course, R2R, and 3 Wheel BRC courses. A total of 86 training courses were conducted with 1,425 participants. This total also included five “3WBRC” (three wheel basic rider course) courses taught by OSU-OKC. They are the only location in the state that offers the 3-wheel course. OSU-OKC also hosted a statewide Motorcycle Safety Foundation Curriculum Update course required by MSF with 35 certified motorcycle being recertified.

DPS MOTORCYCLE EDUCATION QUALITY ASSURANCE PROGRAM

M9MT-15-05-01-03

This project funded a full-time employee with the Department of Public Safety Driver License Division to perform quality assurance monitoring of all licensed motorcycle instruction providers in Oklahoma. The position conducted 66 monitoring visits during the year. During this project year, there were 14 motorcycle training programs approved and 98 instructors certified. Forty-six (46) audits were performed in addition to verifying all the certification requirements.

Traffic Safety Surveys

Through agreements with our partners, the OHSO conducted several statewide traffic safety surveys in 2015:

- Statewide Seat Belt and Pickup Truck OP Use Surveys (*M2OP-15-05-01-00*)
- Statewide Child Restraint Use Survey (*M2OP-15-05-01-00*)
- Pickup Truck Seat Belt Use Survey (*M2OP-15-05-01-00*)
- Motorcycle Helmet Use Survey (*STMC-15-05-01-00*)
- NHTSA Attitude & Awareness Survey (*Jordan-paid media*)

Occupant Protection Program Summary

The Oklahoma 2015 Observational Seat Belt Survey was completed and certification submitted. The 2015 survey reflected a decline in the overall restraint use rate in Oklahoma from an all time high of 86.3% in 2014 to 84.4% in 2015. The Child Restraint use rate showed a minimal decrease from 89.9% in 2014 to 89.7% in 2015. The reasons for this decrease are unclear. As part of the requirements to obtain special Federal funding for occupant protection projects, referred to as Section 405(b) funds, Oklahoma has previously developed a statewide Occupant Protection Plan to identify those low use areas and promote education and enforcement projects in those areas. This plan promotes sustained enforcement of occupant protection violations.¹⁰ We believe that the increased enforcement efforts, coupled with public information events, contributed significantly to the increased observed seat belt use rate in 2014, yet the improvement appears unsustainable. In addition, all grantees having enforcement activities are required to submit monthly reports on the number of impaired driving, occupant protection, and speeding violations issued during grant funded operations.

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

Unrestrained fatalities have shown a slight downward trend over the last three years, from 282 in 2012 to 258 in 2014.

Program Activities

OHP STATEWIDE HIGH VISIBILITY OCCUPANT PROTECTION ENFORCEMENT

M2HVE-15-03-02-09

OHP STATEWIDE OCCUPANT PROTECTION COORDINATOR

M2HVE-15-07-01-00

Under the direction of an OHP Statewide OP Coordinator, utilizing all 13 field troops and employing a combination of traffic safety checkpoints, saturation patrols, nighttime saturation and multi-agency special emphasis, the OHP conducted statewide overtime seat belt enforcement. Special emphasis was placed on counties representing 70% of the State's population, those being: Oklahoma, Tulsa, Cleveland, Comanche, Canadian, Rogers, Payne, Wagoner, Muskogee, Creek, Pottawatomie, Garfield, Grady, Washington, LeFlore, Carter, Cherokee, and Osage. In Troop D, Pittsburg County was selected for extra overtime enforcement due to its low use rate in the 2014 survey. The 2015 Summer Seat Belt Survey listed Pittsburg County at the top of the list with a use rate of 94.9%. 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.¹¹ The Statewide Coordinator also promoted seat belt enforcement efforts with local law enforcement agencies.



SAFE KIDS OKLAHOMA, INC

M2TR-15-02-01-17

M2CPS-15-02-01-17

MXCSS-15-02-01-17

STCPS-15-02-01-00

ST. FRANCIS HOSPITAL, TULSA AREA SAFE KIDS

M2TR-15-02-05-15

M2CPS-15-02-02-15

M2CSS-15-02-02-15



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,

Project Expenditures

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

Safe Kids Oklahoma in Oklahoma City and Tulsa Area Safe Kids at St. Francis Hospital in Tulsa coordinate their efforts to provide CPS services to all 77 counties in Oklahoma. Through a network of technicians and inspection stations, as well as county Health Departments, services provided this year include:

- Checked 3,840 child seats for correct installation and use
- Distributed 2,688 car seats for needy families
- Sponsored 144 community car seat checkup events
- Conducted 107 community child seat workshops with 1,422 persons attending
- Conducted 18 technician certification/recertification courses for 183 technicians

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

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

COMMUNITY OCCUPANT PROTECTION ENFORCEMENT AND EDUCATION ¹²

As reflected on the map on page 12, there were enforcement grants provided to forty-seven (47) Oklahoma law enforcement agencies in FY2015. Of those, five (5) were specific to high-visibility seat belt and child restraint enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). Such countermeasures have long been recognized as effective countermeasures to increase seat belt compliance¹³. With the exception of the OHP, all of these were local community projects. The local agencies included the following:

Ada PD	Creek Co SO	Enid PD	OHP	Purcell PD
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The above agencies report a total of 14,842 violation notices for seat belt/child restraint were issued during grant funded overtime (38.5% of OP contacts issued during all funded enforcement projects).

The following agencies had secondary occupant protection enforcement grants: Edmond PD, Logan County SO, Norman PD, Oklahoma City PD, Oklahoma County SO.

Participation in Nationwide Mobilizations



Oklahoma participated in both the 2015 *Click It or Ticket* and *Drive Sober or Get Pulled Over* mobilizations. The Labor Day impaired driving mobilization was 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 OHSO took part in May *Click It or Ticket* press events in Tulsa and Oklahoma City. In August, the OHSO kicked off the Labor Day ENDUI (*Drive Sober or Get Pulled Over*) campaign with press events held in



¹² See Pg 48 – FY2015 Funded Project Expenditures

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

Oklahoma City and Tulsa.

Notable was a press event held in Tulsa on September 3, 2015 for the ENDUI Tulsa County campaign hosted by the Highway Safety Office at the request of and in cooperation with the Tulsa County District Attorney. The event was well attended by local media, law enforcement and other persons of interest. The press event was followed by a series of sobriety checkpoints held in Tulsa County the following day.



The results of the 2015 mobilization enforcement efforts are summarized in the following table:

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

Bicycle/Pedestrian Safety Program Summary

As previously addressed in the 2015 Annual Report (see Performance Measure C-10 on page 9), Oklahoma did not meet the 2014 target for reducing the number of bicycle/pedestrian fatalities. 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.

Program Activities

INCOG BICYCLE/PEDESTRIAN SAFETY PROJECT

PT-15-02-02-01

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



Pavement markings for crosswalks at Kendall Whittier Elementary School

According to INCOG, the biggest success was the radio campaign using the “buzzing bee” ads developed for this project. The primary problem encountered was the difficulty in getting through the specification process with the City of Tulsa to integrate the thermoplastic pedestrian crosswalks and in-street pedestrian signs.

Police Traffic Services/Speed Abatement Program Summary

The primary goal of Police Traffic Services grants is to decrease the number of area fatality and injury crashes through increased traffic enforcement in their respective communities, thereby contributing to a reduction in the number of person killed or injured in vehicle crashes statewide. All grants including

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

Program Activities

OHP REGIONAL LEL PROJECT

PT-15-05-02-08

Five OHP Troopers were employed as designated OHSO Law Enforcement/Impaired Driving Liaisons to promote traffic safety efforts statewide at the county and city level by working closely with Sheriff's Offices, municipal police departments, and Tribal law enforcement agencies. A significant change in direction occurred midway through the project year when the LEL went from the traditional LEL model to a more progressive IDL (Impaired Driving Liaison) model. As such, they were primarily tasked with the implementation and coordination of regional impaired driving task force efforts to promote checkpoints and STEP programs directed at impaired driving (see page 15). The IDLs conducted 45 events statewide, with each event consisting of a checkpoint and/or area-wide saturation patrols, with the dates, times and participating agencies coordinated by the area IDL. The ENDUI vans were utilized to a great degree in these events. A total of 630 DUI arrests were made from these 45 events.

OACP LAW ENFORCEMENT CHALLENGE

PT-15-05-03-14

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



OHP CRASH TEAM INVESTIGATION PROJECT

PT-15-05-01-04

The OHP has several advanced crash investigation teams assigned to various Troop Headquarters throughout the state for the purpose of conducting crash investigations or assisting local agencies with crash investigations, especially those involving a fatality. The team members have been highly trained in advanced crash investigation techniques and, through grant funding, have the necessary equipment to conduct such investigations. During the FY14 project year, the teams conducted 126 investigations and assisted 31 other law enforcement agencies, utilizing the funded equipment.

COMMUNITY TRAFFIC ENFORCEMENT PROJECTS

There were nineteen (19) general traffic enforcement grants funded this year to support local community efforts, with six of those being dedicated specifically to speed abatement.¹⁴ All PTS projects are encouraged to include ongoing speed enforcement as an integral part of their project. As with impaired driving and occupant protection, all enforcement grants are required to submit the number of speed related violations issued during grant funded enforcement activity. The local agencies receiving PTS grants this year include the following:



¹⁴ See Pg 48 – FY2015 Funded Project Expenditures

Alva PD	Drumright PD	Kiowa Co SO	Owasso PD	Skiatook PD
Bixby PD	Durant PD	Lincoln Co SO	Ponca City PD	Tahlequah PD
Broken Arrow PD	Grove PD	McAlester PD	Pottawatomie Co SO	Warr Acres PD
Catoosa PD	Idabel PD	Midwest City PD	Shawnee PD	

The above agencies report a total of 38,310 traffic violation notices issued, of which 17,865 were speed related, 4,250 were for seat belt/child restraint violations, and 164 were impaired driving arrests.

Speed Grants

Bethany PD	Choctaw PD	Perkins PD
Calera PD	Madill PD	Tecumseh PD

The above agencies reported a total of 5,948 speed related contacts issued during grant funded overtime.

Statewide Data Systems/Traffic Records Program Summary

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

Program Activities

OU PARIS SOFTWARE DEVELOPMENT & INTEGRATION

M3DA-15-06-05-09

Utilizing the expertise of the University of Oklahoma College of Electrical and Computer Engineering, this project continued to expand the PARIS (Police Automated Records Information System) capabilities as well as resources available for electronic submission of crash data, citation data, and other specialized data. The interoperability between in-vehicle law enforcement query and the messaging tool MobileCop was increased and an interface to support interoperation with other in-vehicle law enforcement query and messaging tools used by non-OHP agencies was architected. By the end of the grant period, PARIS had been deployed to the OHP with beta-test versions created for previous TraCS agencies Woodward PD and Oklahoma County SO, as well as Oklahoma City PD and Tulsa PD.

The PARIS Steering Committee was formed as part of the Traffic Records Council to provide guidance in the distribution of the PARIS system on a statewide basis.

DPS E-DATA SUPPORT

M3DA-15-05-01-08

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

OU SAFE-T PROJECT

M3DA-15-06-06-12

Utilizing the expertise of the University of Oklahoma School of Computer Science, this project continued to support development and expansion of the SAFE-T crash data system. During the project year, the system was enhanced to better meet the reporting and analysis needs of highway safety stakeholders throughout the State. Several features were developed, including a new consolidated reporting tool, named Collision Studies. This tool streamlines the user interface, adds new analysis features, integrates with the Collision Explorer Tool (developed in the FY12 cycle), and simplifies system maintenance, resulting in lower long

term costs. New geographical information look-up services were added to the system, and existing geographical information within the system was updated and revised, improving accuracy of analysis tools. All of these items support the NHTSA goals included in Section 405(c).

DPS/OHP ENFORCEMENT PLANNER

M3DA-15-05-02-02

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.

UCO MOTOR VEHICLE DATA ANALYSIS

TR-15-05-01-00

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

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

DTNH22-12-H-00134

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

Railroad Safety Program Summary

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

Program Activities

OPERATION LIFESAVER RAILROAD SAFETY PROGRAM

RH-15-02-01-11

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



During FY2015, OKOL trained 8 new Presenters. OKOL presenters, who are all unpaid volunteers, made 335 rail grade crossing safety presentations throughout the year to a variety of groups, including driver education classes, professional truck driving associations, civic groups, law enforcement agencies, and others. There were 2776 paid public service announcements aired on radio stations in Oklahoma throughout the year, including at Oklahoma Thunder NBA home games. Three GCCI (Grade Crossing Collision Investigation) training classes were held with 113 law enforcement personnel participating. In addition, RSER (Rail Safety for Emergency Responders) training was provided for 23 EMS personnel.

Driver Education Program Summary

As referenced in Core Performance Measure C-9 on page 8, Oklahoma met and exceeded its 2014 target with 84 drivers under age 21 involved in fatality crashes. The strategies were to increase the number of approved driver training courses taught as well as ensure that the instruction provided by State Certified Driver Education instructors was meeting standards established by DPS policy.

Program Activities

OKLAHOMA SAFETY COUNCIL “ALIVE AT 25”

DE-15-02-01-05

This grant with the Oklahoma Safety Council (OSC) provided funding for instructor training and teaching as well as promotion for the nationally recognized *Alive at 25* driver education course. The OSC has recognized the need for more driver education in the rural communities and made good progress in expanding its program to those communities. In FY2015, instructors with the Oklahoma Safety Council taught 61 *Alive at 25* courses (almost double the number of courses taught in 2014) with 1,239 students completing the course. Eight new instructors were also trained this year.

DPS DRIVER EDUCATION QUALITY ASSURANCE PROGRAM

DE-15-05-01-03

This three-year project was designed and initiated to monitor and evaluate driver education programs in Oklahoma and ensure the quality of instruction was meeting the required performance level as set forth in the DPS policy, especially as they apply to the “Designated Examiner” certification which allows Driver Education Instructors to conduct the written and driving tests for licensing. The program is meeting its goal. There were 388 audits completed in 2014. During this period, there were 100,651 skills tests. Designated examiners conducted 11,163 while state examiners conducted 89,488. The Designated Examiners can only test applicants who have completed an approved driver education course. The designated examiners failure rate was 14.8% compared to state examiners 21%. Designated examiners provided 11.1% of the tests given. This indicates a 6.2% improvement by applicants who have completed a driver education course. Additionally this removed 11.1% of applicants from the state exam sites. This year, the DPS Driver License Examiner Division certified 83 DE school, 130 DE Instructors, and 40 Designated Examiners. There were 54 full audits conducted by the two examiners assigned to this project.

Distracted Driving Prevention



Awards Program at the State Capitol

This was the first year of a pilot project by Educational Alternatives to develop a statewide program to educate high school students in the dangers of distracted driving. Named the “Oklahoma Challenge”, the project conducted 6 training conferences for Oklahoma FCCLA students and advisers. At the conferences FCCLA student and adviser teams learned about the distracted driving issue, learned leadership skills and developed a model plan to reduce texting and driving for implementation in their home schools and communities. The conferences used evidence based peer-leadership strategies through use of dynamic and dedicated college students and FCCLA State Officers to help the high school/ middle school students make their

comprehensive plans of action. The goal of the conferences was to energize and motivate these teens to gain collective commitment from their school's students, teachers and family members to stop texting and driving. Thirty-one (31) facilitators were recruited for the seven scheduled conferences.

The project presented at the Annual FCCLA conference in April of 2015 to 400 students representing 75 schools and held their first Awards Program at the State Capitol in May 2015. Keota High School was our State-wide Winner and also won the National FCCLA FACTS Award as a result of their Oklahoma Challenge project. Ten other schools were also recognized for their outstanding awareness programs in the state.

Paid Media Program Summary

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

Program Activities

JORDAN ADVERTISING

Mass media campaigns, when properly planned and conducted, are an essential and effective countermeasure when used as part of an overall deterrence and prevention countermeasure program.^{16 17} Jordan Advertising was selected as the media company for the OHSO for 2015 to develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues in Oklahoma, as well as assist with the production of new commercials and PSAs to be used during media buy periods. These periods usually coincided with State or National directed mobilization efforts. The OHSO contracted with several media vendors, including Jordan Advertising, to accomplish this mission.

SPORTS MARKETING

Sporting venues in Oklahoma draw large numbers of attendees and attract considerable media attention. The OHSO, through a variety of sports marketing providers and venues, provided a year-round integrated marketing and communications campaign to supplement other countermeasure efforts in the areas of impaired driving, occupant protection and motorcycle safety. These included regular PSAs and signage at several major sports venues, such as the University of Oklahoma, Oklahoma State University, 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. The following activity was reported from the OHSO social media sites:

Facebook:

¹⁵ See Pg 48 – FY2015 Funded Project Expenditures

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

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

OHSO - 1,132,462 reaches; 2,246 likes; 128 clicks

ENDUI – 283,135 reaches; 2,353 likes; 217 clicks

Twitter:

ENDUIOK – 37,000 impressions; 274 engagements

YouTube:

OHSO – 13 views

ENDUI – 478 views

OHSO WEBSITE

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

PRINT MEDIA

The Oklahoman is the only statewide newspaper and is the largest in the state. The OHSO entered into a partnership with the Oklahoma Publishing Company (OPUBCO) in an effort to reach our target audience through print, digital, and social media. The OHSO Brand Insight was created, providing the ability to shape the stories and messages in a strategic, targeted way. Article topics included drug impaired driving, impaired driving with child passengers, impaired driving and prescription drugs, the sobriety checkpoint finder and ENDUI team efforts, and an ongoing piece entitled "Faces" in which the personal stories of victims, victims' families, and offenders are shared. The impact of articles are maximized through digital articles, which can be shared via social media. Additionally, print advertisements with the ENDUI logo are strategically placed with organic news stories that are related to impaired driving topics.

Brand Insight articles —8

Impressions —1,521,236

Page Views —53,429

Clicks to Website —343

NewsOK Social Impressions —84,017

Total Social Likes, Shares, Comments, Emails —3,510

Impressions across all media platforms and formats —4,545,086

Click-throughs across all media platforms and formats —8,096

Print articles reach over 300,000 subscribers each time it runs.

Equipment Purchased

The following equipment items were purchased and placed on inventory in FY2015, in accordance with applicable State and Federal regulations:

Type of Equipment	Quantity
Alco-Sensor flashlight	8
Computer-desktop w/monitor	1
Computer-laptop	2
Computer Server	2
CPS Training Seat	4
Data module adapter cables	9
Forensic Link Adaptor	1
In-car video camera	6

Type of Equipment	Quantity
IT Storage Array w/2 modular bays	1
LIDAR radar	13
Motorcycle	25
Motor vehicle-pickup	2
Motor vehicle-SUV	1
Passive Alcohol Sensor	2
Police Radar	42
Police radio for motorcycle	1
Sport Topper shelters	5

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FY2015 FINANCIAL INFORMATION

Obligations and Expenditures by Project Area Group

Project Area Grouping	Approved Obligated	Total Expenditure
AL	1,822,800.41	712,400.88
164 Transfer Funds	1,000,039.65	1,000,039.65
405D Funds	4,371,022.75	2,774,208.89
Alcohol Related Projects	\$ 7,193,862.81	\$ 4,486,649.42
MC	107,948.11	83,679.49
2010 Funds	117,072.51	117,072.51
405F Funds	112,825.56	63,943.13
Motorcycle Related Projects	\$ 337,846.18	\$ 264,695.13
OP	342,656.09	322,659.06
PM	5,000.00	4,932.72
405B Funds	1,734,078.11	1,136,767.40
Occ. Protect Related Projects	\$ 2,081,734.20	\$ 1,464,359.18
PA	\$ 286,614.00	\$ 282,604.95
PT	1,750,396.72	1,533,372.62
SE	187,545.00	167,808.75
Police Traffic Related Projects	\$ 1,937,941.72	\$ 1,701,181.37
TR	130,745.00	111,615.19
405C Funds	1,877,879.68	604,068.01
FARS	88,840.17	65,511.32
Traffic Records Related Projects	\$ 2,097,464.85	\$ 781,194.52
DE Related Projects	\$ 192,603.00	\$ 179,106.41
PM - Distracted Driving Related	\$ 55,092.56	\$ 50,175.84
Pedestrian/Bicycle Safety Related	\$ 30,711.00	\$ 29,219.27
RH Related Projects	\$ 37,500.00	\$ 34,682.16
TOTAL OF ALL FUNDS	\$ 14,251,370.32	\$ 9,273,868.25

FY 2015 FINANCIAL INFORMATION

Project Area	Approved Obligated	Total Expenditure	Expenditure vs. Obligated	Expenditure vs. Total Expenditures
PA	286,614.00	282,604.95	99%	3%
AL	1,822,800.41	712,400.88	39%	8%
DE	192,603.00	179,106.41	93%	2%
MC	107,948.11	83,679.49	78%	1%
OP	342,656.09	322,659.06	94%	3%
PM	60,092.56	55,108.56	92%	1%
PS	30,711.00	29,219.27	95%	0%
PT	1,750,396.72	1,533,372.62	88%	17%
RH	37,500.00	34,682.16	92%	0%
SE	187,545.00	167,808.75	89%	2%
TR	130,745.00	111,615.19	85%	1%
402 FUNDS	4,949,611.89	3,512,257.34	71%	38%
2010 FUNDS	117,072.51	117,072.51	100%	1%
TOTAL SAFETEA-LU FUNDS	117,072.51	117,072.51	100%	1%
164 TRANSFER FUNDS	1,000,039.65	1,000,039.65	100%	11%
405B FUNDS	1,734,078.11	1,136,767.40	66%	12%
405C FUNDS	1,877,879.68	604,068.01	32%	7%
405D FUNDS	4,371,022.75	2,774,208.89	63%	30%
405F FUNDS	112,825.56	63,943.13	57%	1%
TOTAL MAP 21 FUNDS	8,095,806.10	4,578,987.43	57%	49%
FARS ¹	88,840.17	65,511.32	74%	1%
TOTAL OF ALL FUNDS	14,251,370.32	9,273,868.25	65%	100%

1. FARS is a multiple year Cooperative Agreement; the obligated amount is based on agreement modifications received during FY 2015. The expenditures are actual expenditures during the fiscal year, from October 1, 2014 thru September 30, 2015.

U S. Department of Transportation National Highway Traffic Safety Administration

State of Oklahoma

VOU Match Review

2015 - FINAL

For Approval

Report Date: 12/31/2015

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)
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-07-01-00		\$284,830.16 50%	\$282,604.95		\$.00 0%	\$284,830.16 50%	\$282,604.95 100%
	Planning and Administration Total		\$284,830.16 50%	\$282,604.95		\$.00 0%	\$284,830.16 50%	\$282,604.95 100%
Alcohol								
	AL-2015-03-02-06		\$.00 0%	\$37,849.32		\$37,849.32 100%		
	AL-2015-03-01-17		\$.00 0%	\$32,221.59		\$32,221.59 100%		
	AL-2015-02-01-12		\$.00 0%	\$146,295.43		\$.00 0%		
	AL-2015-03-03-01		\$.00 0%	\$25,738.24		\$25,738.24 100%		
	AL-2015-03-04-08		\$.00 0%	\$81,894.26		\$81,894.26 100%		
	AL-2015-03-05-12		\$.00 0%	\$44,807.59		\$44,807.59 100%		
	AL-2015-03-06-14		\$.00 0%	\$14,537.95		\$14,537.95 100%		
	AL-2015-03-07-08		\$.00 0%	\$46,296.28		\$46,296.28 100%		
	AL-2015-03-08-03		\$.00 0%	\$8,344.45		\$8,344.45 100%		
	AL-2015-03-09-06		\$.00 0%	\$12,852.70		\$12,852.70 100%		
	AL-2015-07-01-00		\$.00 0%	\$261,563.07		\$.00 0%		
	Alcohol Total		\$.00 0%	\$712,400.88		\$304,542.38 43%		
Motorcycle Safety								
	MC-2015-07-02-00		\$8,608.00 100%	\$.00		\$.00 0%		

U S. Department of Transportation National Highway Traffic Safety Administration

State of Oklahoma

VOU Match Review

2015 - FINAL

For Approval

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	MC-2015-07-01-00		\$.00 0%	\$42,817.90		\$.00 0%		
	MC-2015-05-01-04		\$.00 0%	\$4,990.00		\$.00 0%		
	MC-2015-02-03-17		\$.00 0%	\$20,857.31		\$20,857.31 100%		
	MC-2015-02-02-14		\$.00 0%	\$15,014.28		\$15,014.28 100%		
	<i>Motorcycle Safety Total</i>		\$8,608.00 9%	\$83,679.49		\$35,871.59 43%		
<i>Occupant Protection</i>								
	OP-2015-02-01-01		\$.00 0%	\$25,681.86		\$.00 0%		
	OP-2015-03-01-07		\$.00 0%	\$17,558.09		\$17,558.09 100%		
	OP-2015-07-01-00		\$.00 0%	\$95,916.74		\$.00 0%		
	OP-2015-03-05-11		\$.00 0%	\$42,557.65		\$42,557.65 100%		
	OP-2015-03-02-06		\$.00 0%	\$2,352.28		\$2,352.28 100%		
	OP-2015-03-03-08		\$.00 0%	\$118,592.44		\$118,592.44 100%		
	OP-2015-03-04-11		\$.00 0%	\$20,000.00		\$20,000.00 100%		
	<i>Occupant Protection Total</i>		\$.00 0%	\$322,659.06		\$201,060.46 62%		
<i>Pedestrian/Bicycle Safety</i>								
	PS-2015-02-01-01		\$.00 0%	\$29,219.27		\$.00 0%		
	<i>Pedestrian/Bicycle Safety Total</i>		\$.00 0%	\$29,219.27		\$.00 0%		
<i>Police Traffic Services</i>								
	PT-2015-05-04-11		\$.00 0%	\$26,537.95		\$.00 0%		

U S. Department of Transportation National Highway Traffic Safety Administration

State of Oklahoma

VOU Match Review

2015 - FINAL

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Report Date: 12/31/2015

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2015-07-01-00		\$.00 0%	\$198,805.13		\$.00 0%		
	PT-2015-05-03-14		\$.00 0%	\$44,686.84		\$.00 0%		
	PT-2015-05-02-08		\$.00 0%	\$489,894.54		\$.00 0%		
	PT-2015-05-01-04		\$.00 0%	\$40,053.39		\$.00 0%		
	PT-2015-04-01-00		\$.00 0%	\$3,076.63		\$.00 0%		
	PT-2015-03-99-00		\$.00 0%	\$73,337.35		\$58,020.63 79%		
	PT-2015-03-25-05		\$.00 0%	\$8,645.64		\$8,645.64 100%		
	PT-2015-03-24-08		\$.00 0%	\$2,000.00		\$2,000.00 100%		
	PT-2015-03-23-13		\$.00 0%	\$14,093.94		\$14,093.94 100%		
	PT-2015-03-22-06		\$.00 0%	\$10,892.01		\$10,892.01 100%		
	PT-2015-03-21-09		\$.00 0%	\$25,135.50		\$25,135.50 100%		
	PT-2015-03-20-14		\$.00 0%	\$20,793.47		\$20,793.47 100%		
	PT-2015-03-19-05		\$.00 0%	\$47,807.42		\$47,807.42 100%		
	PT-2015-03-18-08		\$.00 0%	\$24,809.80		\$24,809.80 100%		
	PT-2015-03-17-10		\$.00 0%	\$64,608.35		\$64,608.35 100%		
	PT-2015-03-16-08		\$.00 0%	\$74,312.05		\$74,312.05 100%		
	PT-2015-03-15-11		\$.00 0%	\$1,677.82		\$1,677.82 100%		
	PT-2015-03-14-07		\$.00 0%	\$12,500.00		\$12,500.00 100%		

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2015 - FINAL

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2015-03-13-12		\$.00 0%	\$32,000.00		\$32,000.00 100%		
	PT-2015-03-12-06		\$.00 0%	\$41,580.00		\$41,580.00 100%		
	PT-2015-03-11-04		\$.00 0%	\$28,800.00		\$28,800.00 100%		
	PT-2015-03-10-05		\$.00 0%	\$10,184.35		\$10,184.35 100%		
	PT-2015-03-09-02		\$.00 0%	\$12,600.00		\$12,600.00 100%		
	PT-2015-03-08-06		\$.00 0%	\$16,509.03		\$16,509.03 100%		
	PT-2015-03-07-11		\$.00 0%	\$1,734.79		\$1,734.79 100%		
	PT-2015-03-06-12		\$.00 0%	\$32,292.15		\$32,292.15 100%		
	PT-2015-03-05-02		\$.00 0%	\$16,411.88		\$16,411.88 100%		
	PT-2015-03-04-04		\$.00 0%	\$39,500.00		\$39,500.00 100%		
	PT-2015-03-03-15		\$.00 0%	\$78,063.65		\$78,063.65 100%		
	PT-2015-07-02-00		\$584,626.17 100%	\$.00		\$.00 0%		
	PT-2015-03-01-02		\$.00 0%	\$10,945.37		\$10,945.37 100%		
	PT-2015-03-02-14		\$.00 0%	\$29,083.57		\$29,083.57 100%		
	Police Traffic Services Total		\$584,626.17 28%	\$1,533,372.62		\$715,001.42 47%		
Traffic Records								
	TR-2015-05-01-00		\$.00 0%	\$8,785.03		\$.00 0%		
	TR-2015-07-01-00		\$.00 0%	\$102,830.16		\$.00 0%		

U S. Department of Transportation National Highway Traffic Safety Administration

State of Oklahoma

VOU Match Review

2015 - FINAL

For Approval

Report Date: 12/31/2015

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)
	Traffic Records Total		\$.00 0%	\$111,615.19		\$.00 0%		
Driver Education								
	DE-2015-05-01-03		\$.00 0%	\$75,837.45		\$.00 0%		
	DE-2015-02-02-01		\$.00 0%	\$80,379.30		\$.00 0%		
	DE-2015-02-01-05		\$.00 0%	\$22,889.66		\$.00 0%		
	Driver Education Total		\$.00 0%	\$179,106.41		\$.00 0%		
Railroad/Highway Crossings								
	RH-2015-02-01-11		\$.00 0%	\$34,682.16		\$.00 0%		
	Railroad/Highway Crossings Total		\$.00 0%	\$34,682.16		\$.00 0%		
Speed Enforcement								
	SE-2015-03-02-07		\$.00 0%	\$56,412.92		\$56,412.92 100%		
	SE-2015-03-01-12		\$.00 0%	\$34,914.89		\$34,914.89 100%		
	SE-2015-03-04-07		\$.00 0%	\$21,995.66		\$21,995.66 100%		
	SE-2015-03-06-05		\$.00 0%	\$22,226.42		\$22,226.42 100%		
	SE-2015-03-03-04		\$.00 0%	\$14,303.50		\$14,303.50 100%		
	SE-2015-03-05-02		\$.00 0%	\$17,955.36		\$17,955.36 100%		
	Speed Enforcement Total		\$.00 0%	\$167,808.75		\$167,808.75 100%		
Paid Advertising								
	PM-2015-02-01-04		\$.00 0%	\$55,108.56		\$.00 0%		
	Paid Advertising Total		\$.00 0%	\$55,108.56		\$.00 0%		

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Report Date: 12/31/2015

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)
	NHTSA 402 Total	\$3,697,991.80	\$878,064.33 20%	\$2,260,637.25	\$1,251,620.09	\$1,424,284.60 41%	\$284,830.16 50%	\$282,604.95 8%
2010 Motorcycle Safety								
	K6-2015-02-01-04		\$.00 0%	\$117,072.51		\$.00 0%		
2010 Motorcycle Safety Incentive Total			\$.00 0%	\$117,072.51		\$.00 0%		
	2010 Motorcycle Safety Total		\$.00 0%	\$.00	\$117,072.51	\$.00 0%		
164 Transfer Funds								
	164AL-2015-06-01-07		\$.00 0%	\$89,273.02		\$.00 0%		
	164AL-2015-04-01-00		\$.00 0%	\$6,816.97		\$.00 0%		
	164AL-2015-03-12-08		\$.00 0%	\$43,431.77		\$43,431.77 100%		
	164AL-2015-03-11-05		\$.00 0%	\$19,041.81		\$19,041.81 100%		
	164AL-2015-03-10-12		\$.00 0%	\$67,185.51		\$67,185.51 100%		
	164AL-2015-03-09-08		\$.00 0%	\$105,000.00		\$105,000.00 100%		
	164AL-2015-03-07-11		\$.00 0%	\$84,778.85		\$84,778.85 100%		
	164AL-2015-03-01-14		\$.00 0%	\$19,133.53		\$19,133.53 100%		
	164AL-2015-03-06-07		\$.00 0%	\$35,000.00		\$35,000.00 100%		
	164AL-2015-03-05-07		\$.00 0%	\$17,082.91		\$17,082.91 100%		
	164AL-2015-03-04-11		\$.00 0%	\$31,380.44		\$31,380.44 100%		
	164AL-2015-03-03-08		\$.00 0%	\$481,914.84		\$.00 0%		
	164 Alcohol Total		\$.00 0%	\$1,000,039.65		\$422,034.82 42%		

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	164 Transfer Funds Total		\$.00 0%	\$.00	\$1,000,039.65	\$422,034.82 42%		
MAP 21 405b OP Low								
	M2HVE-2015-03-01-04		\$.00 0%	\$18,050.00		\$.00 0%		
	M2HVE-2015-03-02-09		\$.00 0%	\$259,853.06		\$.00 0%		
	M2HVE-2015-03-03-17		\$.00 0%	\$37,456.82		\$.00 0%		
	M2HVE-2015-03-04-11		\$.00 0%	\$.00		\$.00 0%		
	M2HVE-2015-03-06-07		\$.00 0%	\$19,008.80		\$.00 0%		
	M2HVE-2015-03-07-11		\$.00 0%	\$124,988.88		\$.00 0%		
	M2HVE-2015-07-01-00		\$.00 0%	\$66,280.46		\$.00 0%		
	M2HVE-2015-07-02-00		\$284,191.85 100%	\$.00		\$.00 0%		
	405b Low HVE Total		\$284,191.85 35%	\$525,638.02		\$.00 0%		
405b Low Training								
	M2TR-2015-02-02-15		\$.00 0%	\$45,501.40		\$.00 0%		
	M2TR-2015-02-01-17		\$.00 0%	\$37,371.61		\$.00 0%		
	405b Low Training Total		\$.00 0%	\$82,873.01		\$.00 0%		
405b Low Public Education								
	M2PE-2015-02-01-04		\$.00 0%	\$223,182.69		\$.00 0%		
	M2PE-2015-02-02-00		\$.00 0%	\$47,680.90		\$.00 0%		
	405b Low Public Education Total		\$.00 0%	\$270,863.59		\$.00 0%		
405b Low Community CPS Services								

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	M2CPS-2015-02-01-17		\$.00 0%	\$90,988.15		\$.00 0%		
	M2CPS-2015-02-02-15		\$.00 0%	\$72,278.00		\$.00 0%		
	405b Low Community CPS Services Total		\$.00 0%	\$163,266.15		\$.00 0%		
405b Low CSS Purchase/Distribution								
	M2CSS-2015-02-02-15		\$.00 0%	\$11,604.00		\$.00 0%		
	M2CSS-2015-02-01-17		\$.00 0%	\$17,407.00		\$.00 0%		
	405b Low CSS Purchase/Distribution Total		\$.00 0%	\$29,011.00		\$.00 0%		
405b Low OP Information System								
	M2OP-2015-05-01-00		\$.00 0%	\$65,115.63		\$.00 0%		
	405b Low OP Information System Total		\$.00 0%	\$65,115.63		\$.00 0%		
	MAP 21 405b OP Low Total	\$887,673.12	\$284,191.85 20%	\$290,362.41	\$846,404.99	\$.00 0%		
MAP 21 405c Data Program								
	M3DA-2015-05-02-02		\$.00 0%	\$81,102.55		\$.00 0%		
	M3DA-2015-05-03-11		\$.00 0%	\$4,972.98		\$.00 0%		
	M3DA-2015-06-05-09		\$.00 0%	\$368,110.47		\$.00 0%		
	M3DA-2015-06-06-12		\$.00 0%	\$74,782.18		\$.00 0%		
	M3DA-2015-07-02-00		\$151,017.01 100%	\$.00		\$.00 0%		
	M3DA-2015-05-01-08		\$.00 0%	\$75,099.83		\$.00 0%		
	405c Data Program Total		\$151,017.01 20%	\$604,068.01		\$.00 0%		

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	MAP 21 405c Data Program Total	\$608,265.16	\$151,017.01 20%	\$0.00	\$604,068.01	\$0.00	0%	
MAP 21 405d Impaired Driving Mid								
	M5HVE-2015-03-04-05		\$0.00 0%	\$0.00		\$0.00	0%	
	M5HVE-2015-03-01-09		\$0.00 0%	\$266,009.54		\$0.00	0%	
	M5HVE-2015-07-02-00		\$693,552.23 100%	\$0.00		\$0.00	0%	
	M5HVE-2015-03-98-00		\$0.00 0%	\$18,283.56		\$0.00	0%	
	405d Mid HVE Total		\$693,552.23 71%	\$284,293.10		\$0.00	0%	
405d Mid ID Coordinator								
	M5IDC-2015-07-01-00		\$0.00 0%	\$137,179.88		\$0.00	0%	
	405d Mid ID Coordinator Total		\$0.00 0%	\$137,179.88		\$0.00	0%	
405d Mid Court Support								
	M5CS-2015-02-03-01		\$0.00 0%	\$64,583.09		\$0.00	0%	
	M5CS-2015-02-02-04		\$0.00 0%	\$88,754.00		\$0.00	0%	
	405d Mid Court Support Total		\$0.00 0%	\$153,337.09		\$0.00	0%	
405d Mid BAC Testing/Reporting								
	M5BAC-2015-06-01-00		\$0.00 0%	\$162,591.48		\$0.00	0%	
	M5BAC-2015-05-02-07		\$0.00 0%	\$141,791.14		\$0.00	0%	
	405d Mid BAC Testing/Reporting Total		\$0.00 0%	\$304,382.62		\$0.00	0%	
405d Mid Paid/Earned Media								
	M5PEM-2015-02-01-04		\$0.00 0%	\$886,155.04		\$0.00	0%	

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	M5PEM-2015-02-02-00		\$.00 0%	\$400,528.10		\$.00 0%		
	M5PEM-2015-02-03-00		\$.00 0%	\$19,482.84		\$.00 0%		
	M5PEM-2015-02-04-01		\$.00 0%	\$90,000.00		\$.00 0%		
	405d Mid Paid/Earned Media Total		\$.00 0%	\$1,396,165.98		\$.00 0%		
	405d Mid Training							
	M5TR-2015-04-01-00		\$.00 0%	\$.00		\$.00 0%		
	M5TR-2015-02-05-07		\$.00 0%	\$9,371.25		\$.00 0%		
	M5TR-2015-02-04-14		\$.00 0%	\$57,369.90		\$.00 0%		
	M5TR-2015-02-03-15		\$.00 0%	\$55,351.70		\$.00 0%		
	M5TR-2015-05-02-02		\$.00 0%	\$62,906.71		\$.00 0%		
	M5TR-2015-05-03-02		\$.00 0%	\$69,925.79		\$.00 0%		
	M5TR-2015-05-04-02		\$.00 0%	\$38,153.24		\$.00 0%		
	M5TR-2015-05-01-02		\$.00 0%	\$25,459.04		\$.00 0%		
	M5TR-2015-05-05-11		\$.00 0%	\$43,296.00		\$.00 0%		
	405d Mid Training Total		\$.00 0%	\$361,833.63		\$.00 0%		
	405d Mid Information System							
	M5IS-2015-05-01-02		\$.00 0%	\$59,768.72		\$.00 0%		
	405d Mid Information System Total		\$.00 0%	\$59,768.72		\$.00 0%		
	405d Mid Other Based on Problem ID							

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	M5OT-2015-03-01-02		\$.00 0%	\$77,247.87		\$.00 0%		
405d Mid Other Based on Problem ID			\$.00 0%	\$77,247.87		\$.00 0%		
	Total							
MAP 21 405d Impaired Driving Mid		\$2,182,524.48	\$693,552.23 20%	\$585,710.62	\$2,188,498.27	\$.00 0%		
	Total							
MAP 21 405f Motorcycle Programs								
	M9MT-2015-07-02-00		\$15,985.78 100%	\$.00		\$.00 0%		
	M9MT-2015-05-01-03		\$.00 0%	\$63,313.76		\$.00 0%		
	405f Motorcyclist Training Total		\$15,985.78 20%	\$63,313.76		\$.00 0%		
405f Motorcyclist Awareness								
	M9MA-2015-02-01-17		\$.00 0%	\$629.37		\$.00 0%		
	405f Motorcyclist Awareness Total		\$.00 0%	\$629.37		\$.00 0%		
MAP 21 405f Motorcycle Programs		\$68,771.67	\$15,985.78 20%	\$19,889.24	\$44,053.89	\$.00 0%		
	Total							
	NHTSA Total		\$2,022,811.20 18%	\$3,156,599.52	\$6,051,757.41	\$1,846,319.42 20%	\$284,830.16 50%	\$282,604.95 3%
	Total	\$7,445,226.23	\$2,022,811.20 18%	\$3,156,599.52	\$6,051,757.41	\$1,846,319.42 20%	\$284,830.16 50%	\$282,604.95 3%

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FY2015 Funded Project Expenditures

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Federal Reimbursement Voucher

2015 - FINAL

For Approval

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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
<i>NHTSA</i>								
<i>NHTSA 402</i>								
<i>Planning and Administration</i>								
	<i>PA-2015-07-01-00</i>	<i>Planning & Administration</i>	\$282,604.95	\$.00	\$567,435.11	\$282,604.95	\$282,604.95	\$.00
	<i>Planning and Administration Total</i>		\$282,604.95	\$.00	\$567,435.11	\$282,604.95	\$282,604.95	\$.00
<i>Alcohol</i>								
	<i>AL-2015-02-01-12</i>	<i>District Atty's Council</i>	\$146,295.43	\$.00	\$146,295.43	\$146,295.43	\$146,295.43	\$.00
	<i>AL-2015-03-01-17</i>	<i>Edmond PD</i>	\$32,221.59	\$32,221.59	\$32,221.59	\$32,221.59	\$32,221.59	\$.00
	<i>AL-2015-03-02-06</i>	<i>Logan County SO</i>	\$37,849.32	\$37,849.32	\$37,849.32	\$37,849.32	\$37,849.32	\$.00
	<i>AL-2015-03-03-01</i>	<i>Mustang PD</i>	\$25,738.24	\$25,738.24	\$25,738.24	\$25,738.24	\$25,738.24	\$.00
	<i>AL-2015-03-04-08</i>	<i>Oklahoma County SO</i>	\$81,894.26	\$81,894.26	\$81,894.26	\$81,894.26	\$81,894.26	\$.00
	<i>AL-2015-03-05-12</i>	<i>Sand Spring PD</i>	\$44,807.59	\$44,807.59	\$44,807.59	\$44,807.59	\$44,807.59	\$.00
	<i>AL-2015-03-06-14</i>	<i>Sapulpa PD</i>	\$14,537.95	\$14,537.95	\$14,537.95	\$14,537.95	\$14,537.95	\$.00
	<i>AL-2015-03-07-08</i>	<i>Tulsa PD</i>	\$46,296.28	\$46,296.28	\$46,296.28	\$46,296.28	\$46,296.28	\$.00
	<i>AL-2015-03-08-03</i>	<i>Tuttle PD</i>	\$8,344.45	\$8,344.45	\$8,344.45	\$8,344.45	\$8,344.45	\$.00
	<i>AL-2015-03-09-06</i>	<i>Washington County SO</i>	\$12,852.70	\$12,852.70	\$12,852.70	\$12,852.70	\$12,852.70	\$.00
	<i>AL-2015-07-01-00</i>	<i>Program Area Management</i>	\$261,563.07	\$.00	\$261,563.07	\$261,563.07	\$261,563.07	\$.00
	<i>Alcohol Total</i>		\$712,400.88	\$304,542.38	\$712,400.88	\$712,400.88	\$712,400.88	\$.00
<i>Motorcycle Safety</i>								
	<i>MC-2015-02-02-14</i>	<i>Broken Arrow PD</i>	\$15,014.28	\$15,014.28	\$15,014.28	\$15,014.28	\$15,014.28	\$.00
	<i>MC-2015-02-03-17</i>	<i>Edmond PD</i>	\$20,857.31	\$20,857.31	\$20,857.31	\$20,857.31	\$20,857.31	\$.00
	<i>MC-2015-05-01-04</i>	<i>Natl Guard Motorcycle Safety Prog</i>	\$4,990.00	\$.00	\$4,990.00	\$4,990.00	\$4,990.00	\$.00
	<i>MC-2015-07-01-00</i>	<i>Program Area Management</i>	\$42,817.90	\$.00	\$42,817.90	\$42,817.90	\$42,817.90	\$.00
	<i>MC-2015-07-02-00</i>	<i>State Match</i>	\$.00	\$.00	\$8,608.00	\$.00	\$.00	\$.00
	<i>Motorcycle Safety Total</i>		\$83,679.49	\$35,871.59	\$92,287.49	\$83,679.49	\$83,679.49	\$.00
<i>Occupant Protection</i>								
	<i>OP-2015-02-01-01</i>	<i>DCCCA</i>	\$25,681.86	\$.00	\$25,681.86	\$25,681.86	\$25,681.86	\$.00
	<i>OP-2015-03-01-07</i>	<i>Ada PD</i>	\$17,558.09	\$17,558.09	\$17,558.09	\$17,558.09	\$17,558.09	\$.00
	<i>OP-2015-03-02-06</i>	<i>Logan County SO</i>	\$2,352.28	\$2,352.28	\$2,352.28	\$2,352.28	\$2,352.28	\$.00
	<i>OP-2015-03-03-08</i>	<i>Oklahoma County SO</i>	\$118,592.44	\$118,592.44	\$118,592.44	\$118,592.44	\$118,592.44	\$.00

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	OP-2015-03-04-11	Purcell PD	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$0.00
	OP-2015-03-05-11	Enid PD	\$42,557.65	\$42,557.65	\$42,557.65	\$42,557.65	\$42,557.65	\$0.00
	OP-2015-07-01-00	Program Area Management	\$95,916.74	\$0.00	\$95,916.74	\$95,916.74	\$95,916.74	\$0.00
	Occupant Protection Total		\$322,659.06	\$201,060.46	\$322,659.06	\$322,659.06	\$322,659.06	\$0.00
Pedestrian/Bicycle Safety								
	PS-2015-02-01-01	Indian Nations Council of Govt	\$29,219.27	\$0.00	\$29,219.27	\$29,219.27	\$29,219.27	\$0.00
	Pedestrian/Bicycle Safety Total		\$29,219.27	\$0.00	\$29,219.27	\$29,219.27	\$29,219.27	\$0.00
Police Traffic Services								
	PT-2015-03-01-02	Alva PD	\$10,945.37	\$10,945.37	\$10,945.37	\$10,945.37	\$10,945.37	\$0.00
	PT-2015-03-02-14	Bixby PD	\$29,083.57	\$29,083.57	\$29,083.57	\$29,083.57	\$29,083.57	\$0.00
	PT-2015-03-03-15	Broken Arrow PD	\$78,063.65	\$78,063.65	\$78,063.65	\$78,063.65	\$78,063.65	\$0.00
	PT-2015-03-04-04	Catoosa PD	\$39,500.00	\$39,500.00	\$39,500.00	\$39,500.00	\$39,500.00	\$0.00
	PT-2015-03-05-02	Drumright PD	\$16,411.88	\$16,411.88	\$16,411.88	\$16,411.88	\$16,411.88	\$0.00
	PT-2015-03-06-12	Durant PD	\$32,292.15	\$32,292.15	\$32,292.15	\$32,292.15	\$32,292.15	\$0.00
	PT-2015-03-07-11	Enid PD	\$1,734.79	\$1,734.79	\$1,734.79	\$1,734.79	\$1,734.79	\$0.00
	PT-2015-03-08-06	Grove PD	\$16,509.03	\$16,509.03	\$16,509.03	\$16,509.03	\$16,509.03	\$0.00
	PT-2015-03-09-02	Idabel PD	\$12,600.00	\$12,600.00	\$12,600.00	\$12,600.00	\$12,600.00	\$0.00
	PT-2015-03-10-05	Kiowa County SO	\$10,184.35	\$10,184.35	\$10,184.35	\$10,184.35	\$10,184.35	\$0.00
	PT-2015-03-11-04	Lincoln County SO	\$28,800.00	\$28,800.00	\$28,800.00	\$28,800.00	\$28,800.00	\$0.00
	PT-2015-03-12-06	McAlester PD	\$41,580.00	\$41,580.00	\$41,580.00	\$41,580.00	\$41,580.00	\$0.00
	PT-2015-03-13-12	Midwest City PD	\$32,000.00	\$32,000.00	\$32,000.00	\$32,000.00	\$32,000.00	\$0.00
	PT-2015-03-14-07	Norman PD	\$12,500.00	\$12,500.00	\$12,500.00	\$12,500.00	\$12,500.00	\$0.00
	PT-2015-03-15-11	Oklahoma City PD	\$1,677.82	\$1,677.82	\$1,677.82	\$1,677.82	\$1,677.82	\$0.00
	PT-2015-03-16-08	Oklahoma County SO	\$74,312.05	\$74,312.05	\$74,312.05	\$74,312.05	\$74,312.05	\$0.00
	PT-2015-03-17-10	Owasso PD	\$64,608.35	\$64,608.35	\$64,608.35	\$64,608.35	\$64,608.35	\$0.00
	PT-2015-03-18-08	Ponca City PD	\$24,809.80	\$24,809.80	\$24,809.80	\$24,809.80	\$24,809.80	\$0.00
	PT-2015-03-19-05	Pottawatomie County SO	\$47,807.42	\$47,807.42	\$47,807.42	\$47,807.42	\$47,807.42	\$0.00
	PT-2015-03-20-14	Sapulpa PD	\$20,793.47	\$20,793.47	\$20,793.47	\$20,793.47	\$20,793.47	\$0.00
	PT-2015-03-21-09	Shawnee PD	\$25,135.50	\$25,135.50	\$25,135.50	\$25,135.50	\$25,135.50	\$0.00
	PT-2015-03-22-06	Skiatook PD	\$10,892.01	\$10,892.01	\$10,892.01	\$10,892.01	\$10,892.01	\$0.00
	PT-2015-03-23-13	Tahlequah PD	\$14,093.94	\$14,093.94	\$14,093.94	\$14,093.94	\$14,093.94	\$0.00
	PT-2015-03-24-08	Tulsa County SO	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$0.00
	PT-2015-03-25-05	Warr Acres PD	\$8,645.64	\$8,645.64	\$8,645.64	\$8,645.64	\$8,645.64	\$0.00

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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-2015-03-99-00	Mobilization Incentives	\$73,337.35	\$58,020.63	\$73,337.35	\$73,337.35	\$73,337.35	\$0.00
	PT-2015-04-01-00	PI&E	\$3,076.63	\$0.00	\$3,076.63	\$3,076.63	\$3,076.63	\$0.00
	PT-2015-05-01-04	DPS - OHP- Crash Team	\$40,053.39	\$0.00	\$40,053.39	\$40,053.39	\$40,053.39	\$0.00
	PT-2015-05-02-08	DPS - OHP - LELs	\$489,894.54	\$0.00	\$489,894.54	\$489,894.54	\$489,894.54	\$0.00
	PT-2015-05-03-14	OACP - LE Challenge	\$44,686.84	\$0.00	\$44,686.84	\$44,686.84	\$44,686.84	\$0.00
	PT-2015-05-04-11	OU Conference Pros	\$26,537.95	\$0.00	\$26,537.95	\$26,537.95	\$26,537.95	\$0.00
	PT-2015-07-01-00	Program Area Management	\$198,805.13	\$0.00	\$198,805.13	\$198,805.13	\$198,805.13	\$0.00
	PT-2015-07-02-00	State Match	\$0.00	\$0.00	\$584,626.17	\$0.00	\$0.00	\$0.00
	<i>Police Traffic Services Total</i>		\$1,533,372.62	\$715,001.42	\$2,117,998.79	\$1,533,372.62	\$1,533,372.62	\$0.00
<i>Traffic Records</i>								
	TR-2015-05-01-00	UCO - Data Analysis	\$8,785.03	\$0.00	\$8,785.03	\$8,785.03	\$8,785.03	\$0.00
	TR-2015-07-01-00	Program Area Management	\$102,830.16	\$0.00	\$102,830.16	\$102,830.16	\$102,830.16	\$0.00
	<i>Traffic Records Total</i>		\$111,615.19	\$0.00	\$111,615.19	\$111,615.19	\$111,615.19	\$0.00
<i>Driver Education</i>								
	DE-2015-02-01-05	OK Safety Council	\$22,889.66	\$0.00	\$22,889.66	\$22,889.66	\$22,889.66	\$0.00
	DE-2015-02-02-01	Educational Alternatives	\$80,379.30	\$0.00	\$80,379.30	\$80,379.30	\$80,379.30	\$0.00
	DE-2015-05-01-03	DPS - QA - DL	\$75,837.45	\$0.00	\$75,837.45	\$75,837.45	\$75,837.45	\$0.00
	<i>Driver Education Total</i>		\$179,106.41	\$0.00	\$179,106.41	\$179,106.41	\$179,106.41	\$0.00
<i>Railroad/Highway Crossings</i>								
	RH-2015-02-01-11	OK Operation Lifesaver	\$34,682.16	\$0.00	\$34,682.16	\$34,682.16	\$34,682.16	\$0.00
	<i>Railroad/Highway Crossings Total</i>		\$34,682.16	\$0.00	\$34,682.16	\$34,682.16	\$34,682.16	\$0.00
<i>Speed Enforcement</i>								
	SE-2015-03-01-12	Bethany PD	\$34,914.89	\$34,914.89	\$34,914.89	\$34,914.89	\$34,914.89	\$0.00
	SE-2015-03-02-07	Calera PD	\$56,412.92	\$56,412.92	\$56,412.92	\$56,412.92	\$56,412.92	\$0.00
	SE-2015-03-03-04	Choctaw PD	\$14,303.50	\$14,303.50	\$14,303.50	\$14,303.50	\$14,303.50	\$0.00
	SE-2015-03-04-07	Madill PD	\$21,995.66	\$21,995.66	\$21,995.66	\$21,995.66	\$21,995.66	\$0.00
	SE-2015-03-05-02	Perkins PD	\$17,955.36	\$17,955.36	\$17,955.36	\$17,955.36	\$17,955.36	\$0.00
	SE-2015-03-06-05	Tecumseh PD	\$22,226.42	\$22,226.42	\$22,226.42	\$22,226.42	\$22,226.42	\$0.00
	<i>Speed Enforcement Total</i>		\$167,808.75	\$167,808.75	\$167,808.75	\$167,808.75	\$167,808.75	\$0.00
<i>Paid Advertising</i>								
	PM-2015-02-01-04	Jordan Advertising	\$55,108.56	\$0.00	\$55,108.56	\$55,108.56	\$55,108.56	\$0.00
	<i>Paid Advertising Total</i>		\$55,108.56	\$0.00	\$55,108.56	\$55,108.56	\$55,108.56	\$0.00

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	<i>NHTSA 402 Total</i>		\$3,512,257.34	\$1,424,284.60	\$4,390,321.67	\$3,512,257.34	\$3,512,257.34	\$0.00
<i>2010 Motorcycle Safety</i>								
	<i>K6-2015-02-01-04</i>	<i>Jordan Advertising</i>	\$117,072.51	\$0.00	\$117,072.51	\$117,072.51	\$117,072.51	\$0.00
	<i>2010 Motorcycle Safety Incentive Total</i>		\$117,072.51	\$0.00	\$117,072.51	\$117,072.51	\$117,072.51	\$0.00
	<i>2010 Motorcycle Safety Total</i>		\$117,072.51	\$0.00	\$117,072.51	\$117,072.51	\$117,072.51	\$0.00
<i>164 Transfer Funds</i>								
	<i>164AL-2015-03-01-14</i>	<i>Bixby PD</i>	\$19,133.53	\$19,133.53	\$19,133.53	\$19,133.53	\$19,133.53	\$0.00
	<i>164AL-2015-03-03-08</i>	<i>DPS - OHP</i>	\$481,914.84	\$0.00	\$481,914.84	\$481,914.84	\$481,914.84	\$0.00
	<i>164AL-2015-03-04-11</i>	<i>Enid PD</i>	\$31,380.44	\$31,380.44	\$31,380.44	\$31,380.44	\$31,380.44	\$0.00
	<i>164AL-2015-03-05-07</i>	<i>Kay County SO</i>	\$17,082.91	\$17,082.91	\$17,082.91	\$17,082.91	\$17,082.91	\$0.00
	<i>164AL-2015-03-06-07</i>	<i>Norman PD</i>	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00	\$0.00
	<i>164AL-2015-03-07-11</i>	<i>Oklahoma City PD</i>	\$84,778.85	\$84,778.85	\$84,778.85	\$84,778.85	\$84,778.85	\$0.00
	<i>164AL-2015-03-09-08</i>	<i>Tulsa County SO</i>	\$105,000.00	\$105,000.00	\$105,000.00	\$105,000.00	\$105,000.00	\$0.00
	<i>164AL-2015-03-10-12</i>	<i>Lawton PD</i>	\$67,185.51	\$67,185.51	\$67,185.51	\$67,185.51	\$67,185.51	\$0.00
	<i>164AL-2015-03-11-05</i>	<i>Canadian County SO</i>	\$19,041.81	\$19,041.81	\$19,041.81	\$19,041.81	\$19,041.81	\$0.00
	<i>164AL-2015-03-12-08</i>	<i>Tulsa PD</i>	\$43,431.77	\$43,431.77	\$43,431.77	\$43,431.77	\$43,431.77	\$0.00
	<i>164AL-2015-04-01-00</i>	<i>PI&E</i>	\$6,816.97	\$0.00	\$6,816.97	\$6,816.97	\$6,816.97	\$0.00
	<i>164AL-2015-06-01-07</i>	<i>OSU PD</i>	\$89,273.02	\$0.00	\$89,273.02	\$89,273.02	\$89,273.02	\$0.00
	<i>164 Alcohol Total</i>		\$1,000,039.65	\$422,034.82	\$1,000,039.65	\$1,000,039.65	\$1,000,039.65	\$0.00
	<i>164 Transfer Funds Total</i>		\$1,000,039.65	\$422,034.82	\$1,000,039.65	\$1,000,039.65	\$1,000,039.65	\$0.00
<i>MAP 21 405b OP Low</i>								
	<i>M2HVE-2015-03-01-04</i>	<i>Creek County SO</i>	\$18,050.00	\$0.00	\$18,050.00	\$18,050.00	\$18,050.00	\$0.00
	<i>M2HVE-2015-03-02-09</i>	<i>DPS - OHP</i>	\$259,853.06	\$0.00	\$259,853.06	\$259,853.06	\$259,853.06	\$0.00
	<i>M2HVE-2015-03-03-17</i>	<i>Edmond PD</i>	\$37,456.82	\$0.00	\$37,456.82	\$37,456.82	\$37,456.82	\$0.00
	<i>M2HVE-2015-03-06-07</i>	<i>Norman PD</i>	\$19,008.80	\$0.00	\$19,008.80	\$19,008.80	\$19,008.80	\$0.00
	<i>M2HVE-2015-03-07-11</i>	<i>Oklahoma City PD</i>	\$124,988.88	\$0.00	\$124,988.88	\$124,988.88	\$124,988.88	\$0.00
	<i>M2HVE-2015-07-01-00</i>	<i>DPS-OHP-HVE Coordinator</i>	\$66,280.46	\$0.00	\$66,280.46	\$66,280.46	\$66,280.46	\$0.00
	<i>M2HVE-2015-07-02-</i>	<i>State Match</i>	\$0.00	\$0.00	\$284,191.85	\$0.00	\$0.00	\$0.00

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	00							
	405b Low HVE Total		\$525,638.02	\$.00	\$809,829.87	\$525,638.02	\$525,638.02	\$.00
405b Low Training								
	M2TR-2015-02-01-17	Safe Kids OK	\$37,371.61	\$.00	\$37,371.61	\$37,371.61	\$37,371.61	\$.00
	M2TR-2015-02-02-15	St Francis - Tulsa Area Safe Kids	\$45,501.40	\$.00	\$45,501.40	\$45,501.40	\$45,501.40	\$.00
	405b Low Training Total		\$82,873.01	\$.00	\$82,873.01	\$82,873.01	\$82,873.01	\$.00
405b Low Public Education								
	M2PE-2015-02-01-04	Jordan Advertising	\$223,182.69	\$.00	\$223,182.69	\$223,182.69	\$223,182.69	\$.00
	M2PE-2015-02-02-00	Sports Marketing	\$47,680.90	\$.00	\$47,680.90	\$47,680.90	\$47,680.90	\$.00
	405b Low Public Education Total		\$270,863.59	\$.00	\$270,863.59	\$270,863.59	\$270,863.59	\$.00
405b Low Community CPS Services								
	M2CPS-2015-02-01-17	Sake Kids OK	\$90,988.15	\$.00	\$90,988.15	\$90,988.15	\$90,988.15	\$.00
	M2CPS-2015-02-02-15	St Francis - Tulsa Area Safe Kids	\$72,278.00	\$.00	\$72,278.00	\$72,278.00	\$72,278.00	\$.00
	405b Low Community CPS Services Total		\$163,266.15	\$.00	\$163,266.15	\$163,266.15	\$163,266.15	\$.00
405b Low CSS Purchase/Distribution								
	M2CSS-2015-02-01-17	Safe Kids OK	\$17,407.00	\$.00	\$17,407.00	\$17,407.00	\$17,407.00	\$.00
	M2CSS-2015-02-02-15	St Franics - Tulsa Area Safe Kids	\$11,604.00	\$.00	\$11,604.00	\$11,604.00	\$11,604.00	\$.00
	405b Low CSS Purchase/Distribution Total		\$29,011.00	\$.00	\$29,011.00	\$29,011.00	\$29,011.00	\$.00
405b Low OP Information System								
	M2OP-2015-05-01-00	Seat Belt/Pickups/ChildPassenger Survey	\$65,115.63	\$.00	\$65,115.63	\$65,115.63	\$65,115.63	\$.00
	405b Low OP Information System Total		\$65,115.63	\$.00	\$65,115.63	\$65,115.63	\$65,115.63	\$.00
	MAP 21 405b OP Low Total		\$1,136,767.40	\$.00	\$1,420,959.25	\$1,136,767.40	\$1,136,767.40	\$.00
MAP 21 405c Data Program								
	M3DA-2015-05-01-08	DPS - Traffic Records Support	\$75,099.83	\$.00	\$75,099.83	\$75,099.83	\$75,099.83	\$.00
	M3DA-2015-05-02-02	DPS - PARIS/Enforcement Planner	\$81,102.55	\$.00	\$81,102.55	\$81,102.55	\$81,102.55	\$.00
	M3DA-2015-05-03-11	OU Conference Pros	\$4,972.98	\$.00	\$4,972.98	\$4,972.98	\$4,972.98	\$.00
	M3DA-2015-06-05-09	OU Board of Regents - PARIS/Software Dev	\$368,110.47	\$.00	\$368,110.47	\$368,110.47	\$368,110.47	\$.00

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	M3DA-2015-06-06-12	OU Board of Regents - Safe-T	\$74,782.18	\$.00	\$74,782.18	\$74,782.18	\$74,782.18	\$.00
	M3DA-2015-07-02-00	State Match	\$.00	\$.00	\$151,017.01	\$.00	\$.00	\$.00
	405c Data Program Total		\$604,068.01	\$.00	\$755,085.02	\$604,068.01	\$604,068.01	\$.00
	MAP 21 405c Data Program Total		\$604,068.01	\$.00	\$755,085.02	\$604,068.01	\$604,068.01	\$.00
MAP 21 405d Impaired Driving Mid								
	M5HVE-2015-03-01-09	DPS - OHP	\$266,009.54	\$.00	\$266,009.54	\$266,009.54	\$266,009.54	\$.00
	M5HVE-2015-03-98-00	LE Mini Grants	\$18,283.56	\$.00	\$18,283.56	\$18,283.56	\$18,283.56	\$.00
	M5HVE-2015-07-02-00	State Match	\$.00	\$.00	\$693,552.23	\$.00	\$.00	\$.00
	405d Mid HVE Total		\$284,293.10	\$.00	\$977,845.33	\$284,293.10	\$284,293.10	\$.00
405d Mid ID Coordinator								
	M5IDC-2015-07-01-00	DPS - OHP - Impaired Driving Coordinator	\$137,179.88	\$.00	\$137,179.88	\$137,179.88	\$137,179.88	\$.00
	405d Mid ID Coordinator Total		\$137,179.88	\$.00	\$137,179.88	\$137,179.88	\$137,179.88	\$.00
405d Mid Court Support								
	M5CS-2015-02-02-04	East Central University	\$88,754.00	\$.00	\$88,754.00	\$88,754.00	\$88,754.00	\$.00
	M5CS-2015-02-03-01	Dist Atty's Ofc, Cleveland County	\$64,583.09	\$.00	\$64,583.09	\$64,583.09	\$64,583.09	\$.00
	405d Mid Court Support Total		\$153,337.09	\$.00	\$153,337.09	\$153,337.09	\$153,337.09	\$.00
405d Mid BAC Testing/Reporting								
	M5BAC-2015-05-02-07	OSBI	\$141,791.14	\$.00	\$141,791.14	\$141,791.14	\$141,791.14	\$.00
	M5BAC-2015-06-01-00	Mobil Command Center	\$162,591.48	\$.00	\$162,591.48	\$162,591.48	\$162,591.48	\$.00
	405d Mid BAC Testing/Reporting Total		\$304,382.62	\$.00	\$304,382.62	\$304,382.62	\$304,382.62	\$.00
405d Mid Paid/Earned Media								
	M5PEM-2015-02-01-04	Jordan Advertising	\$886,155.04	\$.00	\$886,155.04	\$886,155.04	\$886,155.04	\$.00
	M5PEM-2015-02-02-00	Sports Marketing	\$400,528.10	\$.00	\$400,528.10	\$400,528.10	\$400,528.10	\$.00
	M5PEM-2015-02-03-00	Endui car wraps	\$19,482.84	\$.00	\$19,482.84	\$19,482.84	\$19,482.84	\$.00
	M5PEM-2015-02-04-01	Oklahoma Publishing Co	\$90,000.00	\$.00	\$90,000.00	\$90,000.00	\$90,000.00	\$.00
	405d Mid Paid/Earned Media Total		\$1,396,165.98	\$.00	\$1,396,165.98	\$1,396,165.98	\$1,396,165.98	\$.00

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<i>405d Mid Training</i>								
	M5TR-2015-02-03-15	Norman PD	\$55,351.70	\$.00	\$55,351.70	\$55,351.70	\$55,351.70	\$.00
	M5TR-2015-02-04-14	OACP	\$57,369.90	\$.00	\$57,369.90	\$57,369.90	\$57,369.90	\$.00
	M5TR-2015-02-05-07	OSBI	\$9,371.25	\$.00	\$9,371.25	\$9,371.25	\$9,371.25	\$.00
	M5TR-2015-05-01-02	Able Commission	\$25,459.04	\$.00	\$25,459.04	\$25,459.04	\$25,459.04	\$.00
	M5TR-2015-05-02-02	Board of Test	\$62,906.71	\$.00	\$62,906.71	\$62,906.71	\$62,906.71	\$.00
	M5TR-2015-05-03-02	CLEET	\$69,925.79	\$.00	\$69,925.79	\$69,925.79	\$69,925.79	\$.00
	M5TR-2015-05-04-02	DMHSAS	\$38,153.24	\$.00	\$38,153.24	\$38,153.24	\$38,153.24	\$.00
	M5TR-2015-05-05-11	OU Conf Pros	\$43,296.00	\$.00	\$43,296.00	\$43,296.00	\$43,296.00	\$.00
	<i>405d Mid Training Total</i>		\$361,833.63	\$.00	\$361,833.63	\$361,833.63	\$361,833.63	\$.00
<i>405d Mid Information System</i>								
	M5IS-2015-05-01-02	DMHSAS	\$59,768.72	\$.00	\$59,768.72	\$59,768.72	\$59,768.72	\$.00
	<i>405d Mid Information System Total</i>		\$59,768.72	\$.00	\$59,768.72	\$59,768.72	\$59,768.72	\$.00
<i>405d Mid Other Based on Problem ID</i>								
	M5OT-2015-03-01-02	DMHSAS	\$77,247.87	\$.00	\$77,247.87	\$77,247.87	\$77,247.87	\$.00
	<i>405d Mid Other Based on Problem ID Total</i>		\$77,247.87	\$.00	\$77,247.87	\$77,247.87	\$77,247.87	\$.00
	<i>MAP 21 405d Impaired Driving Mid Total</i>		\$2,774,208.89	\$.00	\$3,467,761.12	\$2,774,208.89	\$2,774,208.89	\$.00
<i>MAP 21 405f Motorcycle Programs</i>								
	M9MT-2015-05-01-03	DPS - QA Coordinator	\$63,313.76	\$.00	\$63,313.76	\$63,313.76	\$63,313.76	\$.00
	M9MT-2015-07-02-00	State Match	\$.00	\$.00	\$15,985.78	\$.00	\$.00	\$.00
	<i>405f Motorcyclist Training Total</i>		\$63,313.76	\$.00	\$79,299.54	\$63,313.76	\$63,313.76	\$.00
<i>405f Motorcyclist Awareness</i>								
	M9MA-2015-02-01-17	Edmond PD	\$629.37	\$.00	\$629.37	\$629.37	\$629.37	\$.00
	<i>405f Motorcyclist Awareness Total</i>		\$629.37	\$.00	\$629.37	\$629.37	\$629.37	\$.00
	<i>MAP 21 405f Motorcycle Programs Total</i>		\$63,943.13	\$.00	\$79,928.91	\$63,943.13	\$63,943.13	\$.00
	<i>NHTSA Total</i>		\$9,208,356.93	\$1,846,319.42	\$11,231,168.13	\$9,208,356.93	\$9,208,356.93	\$.00
	<i>Total</i>		\$9,208,356.93	\$1,846,319.42	\$11,231,168.13	\$9,208,356.93	\$9,208,356.93	\$.00

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OHSO/Jordan Advertising
 NHTSA Performance Measures Survey
 June, 2015

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, and this year it was conducted in late May and early June, 2015.

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. 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 2015, 500 people responded. The table below summarizes data collection methods since the inception of the performance measures survey.

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

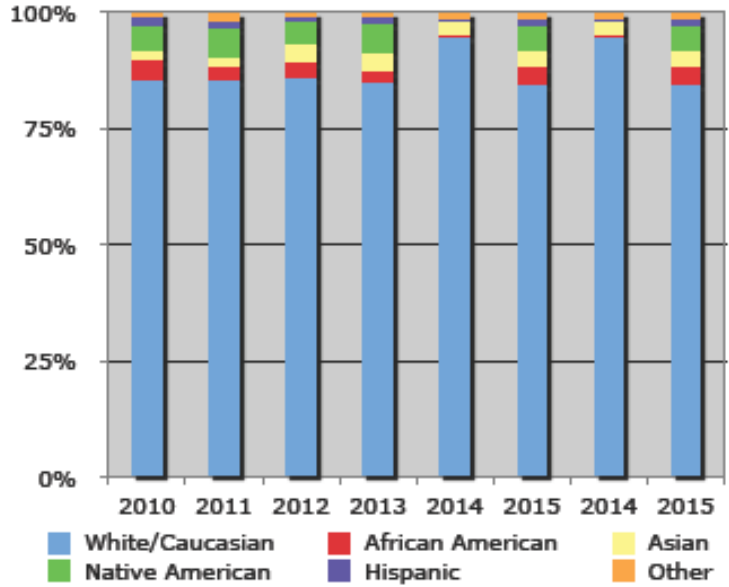
*In an online survey methodology, the web portal is open until the target number of respondents is collected. When more than 500 respondents are shown as having completed surveys, it is because there were active surveys being completed when the target number was reached. Rather than shut the web portal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

Respondents are always screened to ensure they are over the age of eighteen, are not employed by a law enforcement agency or advertising or public relations company, and have a current Oklahoma driver's license. The results are collected, compiled, tabulated and analyzed by Kimberling Consulting, Inc. What follows are the results of that survey for the 2015 wave, with comparison to the data collected annually in waves conducted 2010 - 2014 waves where appropriate.

2015 Demographics

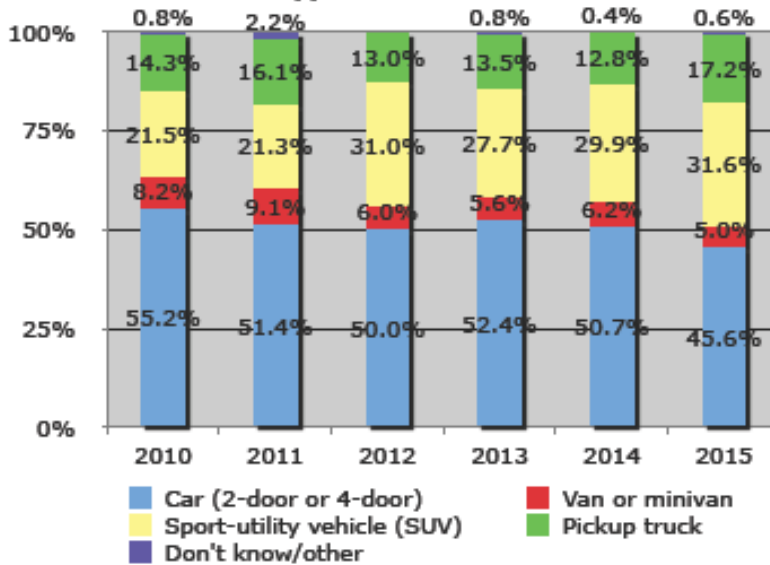
Respondents to the randomly sampled population of Oklahoma drivers accurately reflect the overall demographic profile of the state. The gender breakdown of respondents in 2015 is within the margin of error of the gender profile of the state of Oklahoma: 49.8% of respondents are male and 50.2% are female. Racial distributions are also as expected for the state, as seen in the figure.

Race Distribution



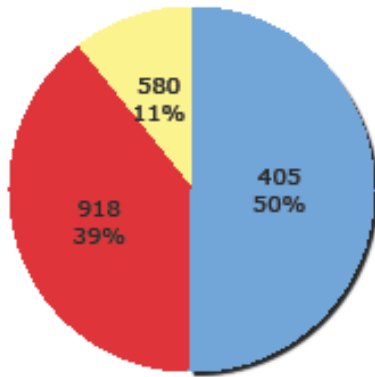
Among respondents, less than half (45.6%) report driving a 2- or 4-door car most of the time, which is the first time since the inception of data collection that this value has fallen below fifty percent. Those who report driving a van or minivan also dropped to an all time low of five percent, whereas the SUV drivers reached an all-time high of 31.6% (perhaps

Type of Vehicle Driven



due to recent low gasoline prices across the state). Pickup truck drivers also hit a maximum value of 17.2%, almost five percentage points higher than reported in 2014, again most likely attributable to low gas prices. The 2015 data do not represent any significant departures from past year's statistics regarding demographics; including race, gender, and area code reported.

2015 Area Code Distribution

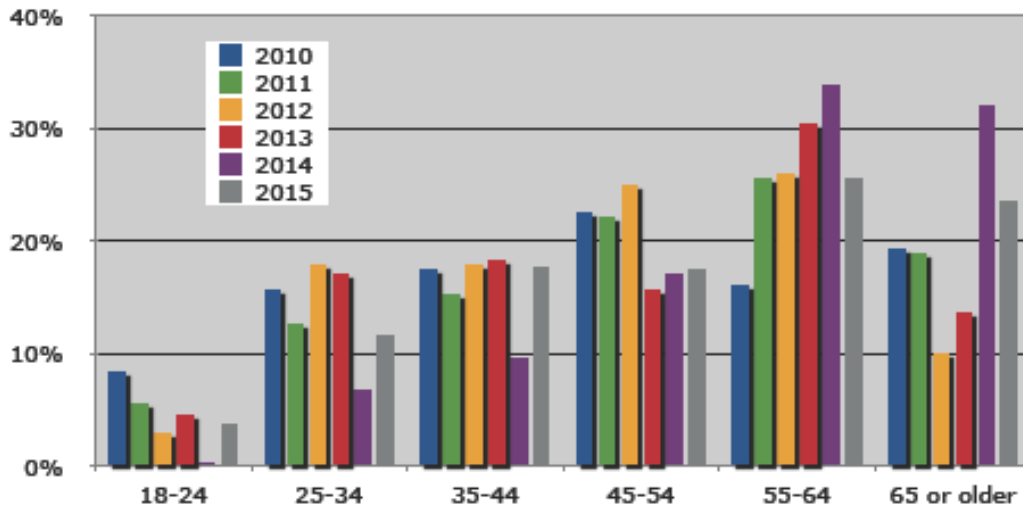


*Nota bene: Due to the fact that increasing members of the population are using cellular phones as their main phone, and these phone numbers are portable to the cellular subscriber, area code data is not as meaningful as it has been in past years to classify location of respondent.

As with the 2014 data, this year's age data is skewed to the left, but not as dramatically as in 2014. While there are higher percentages of those in the 55-64 age group, and in the 65 or older age group, the numbers are not as high or dramatic as in 2014, and are more in line with the actual age distributions of both the state of Oklahoma, and national distributions.

The pattern continues that younger drivers (those in the 18-24 and 25-34 years of age categories, collapsed for this analysis into one group representing 18-34 years of age for cross tabulation purposes) tend to be less risk averse - and riskier drivers, than those in the older categories, especially the 55-64 and 65 or older ranges. The first year of the survey, 2010, saw the highest percentage of respondents in the 18-24 age category (8.4%). That percentage has continued a downward trend over the past five years, with 2014 experiencing only 0.4% of respondents in the youngest category (2 respondents). This year (2015), the age data rebounded with the younger categories showing increases: 3.8% are 18-24, 11.6% are 25-34, 17.8% are 35-44, 17.6% are 45-54, 25.6% are 55-64, and 23.6% report being 65 years of age or older.

Age Demographic, 2010 - 2015

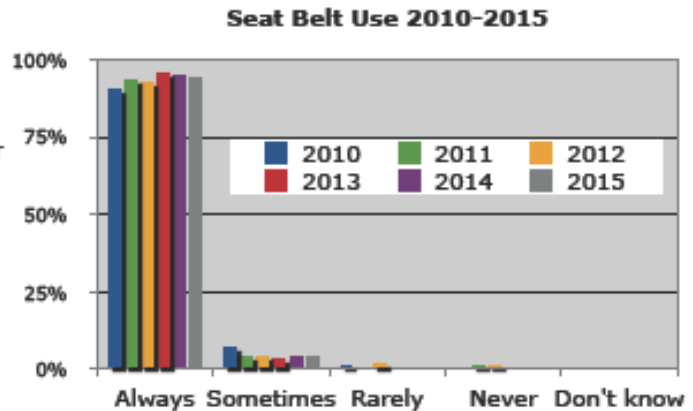


As mentioned in 2014, these shifts in age distribution could be due to various factors, especially the skewed data observed in 2014. Sometimes a "rogue" sample is obtained due to random sampling, whereby, simply due to "luck of the draw," a sample that does not necessarily look like the population is obtained in certain demographic areas. This was probably *not* the case in the 2014 sample as the remaining demographics (gender, race, type of vehicle driven) were within the margin of error of past year's demographic distribution. (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 rarely is only one demographic variable statistically significantly different from that of the population.) The methodology could be a contributing factor. Online survey respondents used to be dominated by the younger age categories, as those were the individuals most comfortable with computer usage. That trend is changing, with more and more adults and older adults (54 and over) using computers with increasing facility. Older respondents - typically considered retired - have more time to complete surveys than those actively engaged in the workforce. This year (2015) shows more even, steadier, and expected frequencies of age distribution.

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 reporting they rarely or never wear their safety restraint.

Reported seat belt use remains very high. Nearly every respondent (94.8%) reports wearing a seatbelt "always" when driving or riding in a motor vehicle, with 4.2% reporting "sometimes" usage. As in past years, nearly all respondents (99%) reported wearing a seat belt when the "always" and "sometimes" categories are collapsed together.



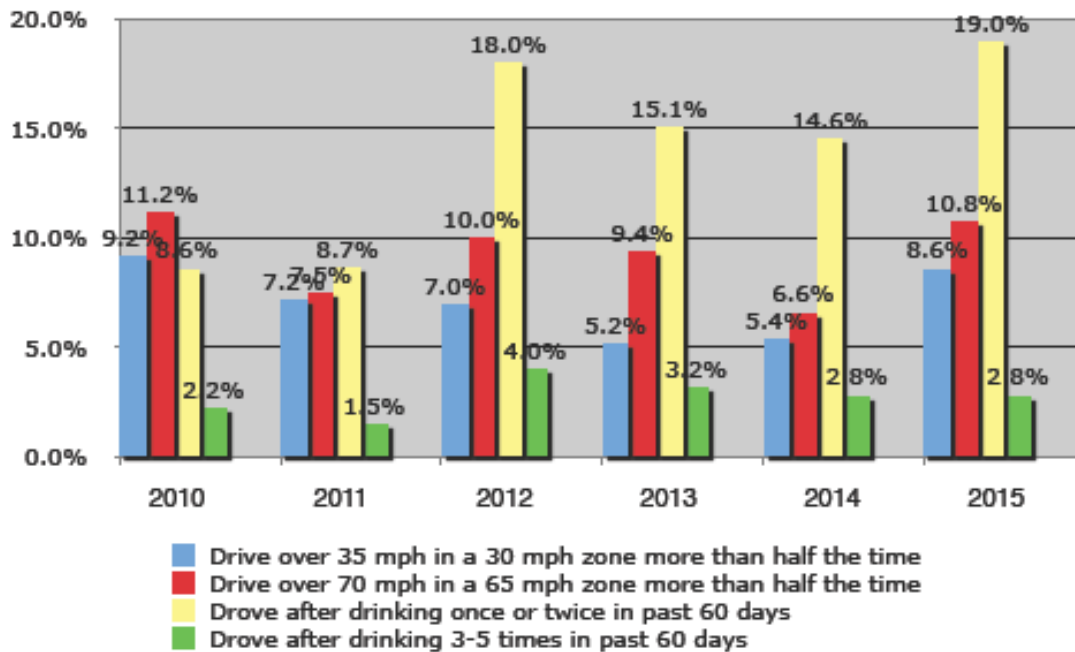
There are no significant differences in seat belt use across the various age or gender breakdowns, as seen in the table below.

Seat Belt Use 2015	Gender		Age		
	Male	Female	18-34	35-54	55+
Always	94.4%	95.2%	89.6%	95.5%	95.9%
Sometimes	4.8%	3.6%	7.8%	3.4%	3.7%
Rarely/Never	0.8%	1.2%	2.6%	1.2%	0.4%

Risky Behavior

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

Risky Driving Behavior



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 green bars in the above figure), risky driving behavior is up across the board from 2014. Those reporting driving after drinking 3-5 times in the past sixty days has remained steady at 2.8% from 2014 to 2015.

This survey was put into the field the Tuesday after Memorial Day in 2015, which could explain some of the drinking and driving behavior, as some respondents might have operated a motor vehicle after drinking on Memorial Day. The reported behavior of driving after drinking one or two times in the past sixty days was up almost five percentage points from 2014 (14.6% to 19%), and represents an all time high since the survey started, and more than double the respondents who reported this behavior than in 2010. In some past survey years, the survey waves have occurred in July and the Fourth of July weekend has been included in the past 60 days of reference for drinking and driving behavior. In 2013, the survey was conducted in early May and did not include the Memorial Day weekend, and in 2014 data collection was completed during the Memorial Day weekend, but prior to Memorial Day. Driving more than 70 mph in a speed zone marked 65 mph behavior also increased since 2014 by more than 4 points (6.6% to 10.8%).

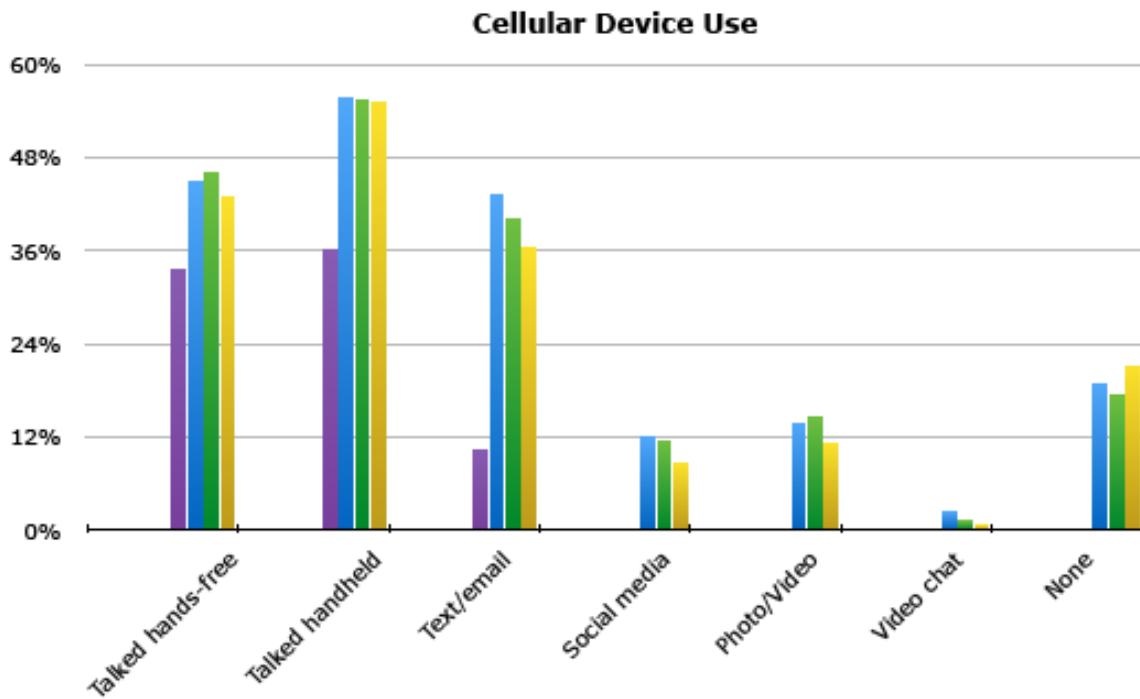
In 2015, a new question was added to the survey to assess use of cellular devices while driving. This new question asks if respondents have used a hands-free device or a hand-held device to speak on the phone, or if he or she has ever used that device to check or respond to emails, texts, or social media, 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%.) The initial data are shown in the tables and figures below.

USE OF CELLULAR DEVICE WHILE DRIVING	2015
Talked on a hands-free phone	38.4%
Talked on a handheld phone	46.0%
Sent, read or responded to a text message or email	24.0%
Checked or updated social media (Facebook, Instagram, SnapChat, Twitter, etc.) on a cellular device	5.6%
Used a cellular device to take a photo or video	6.4%
Video chat or FaceTime on a cellular device	0.8%
None of the above	31.0%

While nearly a third of respondents (31%) report having *never* used a cellular device while driving in the past month (talked, texted, or used photographic applications), almost a quarter (24%) are reporting having used a cellular device's writing function (text or email), 5.6% have used one to check in on social media of some kind, and more than seven percent have used some kind of photography while driving (either to chat via "FaceTime" or to take a photo or video).

Males are slightly more likely (less than two points) than females to talk on a hands-free phone while driving, but females are more than ten points more likely than males to talk on a *handheld* device. Females are also more guilty than males of using some kind of writing feature on a cell phone to text or email (almost 30% compared to 18.1%), to check in on social media (nearly four times as likely as males), and to use a photo application (almost ten percentage points more likely than males).

Those in the "older" age category (55 years and older) are less likely than the "younger" (18-34 years) and "middle" (35-54 years) age groups to speak on the phone while driving, either handheld or hands-free. More than half of the younger age category have used the texting/email feature (55.8%), compared to only 10.6% of the older age category. Almost a quarter of the younger age group have taken a photo or video while driving in the past month (23.4%). Of the age categories, the younger age category is *least* likely to report having participated in none of the cellular device activities in the past month. The table and figure below summarize these data.

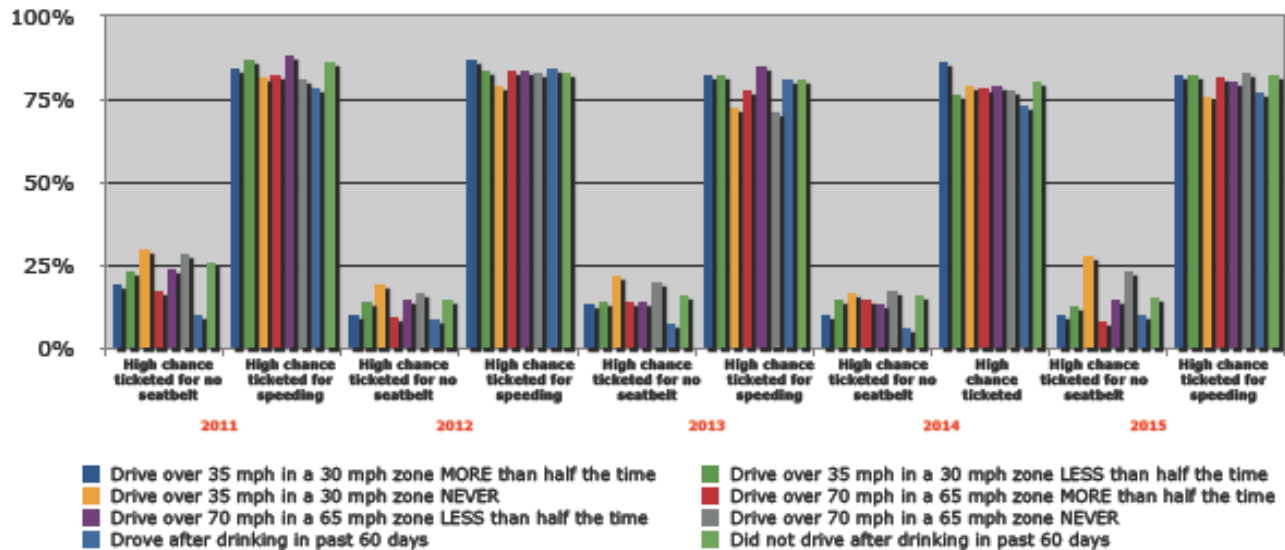


As shown in the table and figure below, as risky driving behavior *decreases*, perception of penalty for receiving a ticket for not wearing a seatbelt *increases*. In other words, the pattern holds that the less a person is likely to say they drive over the speed limit, the more likely they are to believe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

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

Perception of Risk of Receiving Ticket Based on Personal Driving Behavior										
	2011		2012		2013		2014		2015	
	Ticket for No Seatbelt	Speeding ticket	Ticket for No Seatbelt	Speeding ticket	Ticket for No Seatbelt	Speeding ticket	Ticket for No Seatbelt	Speeding ticket	Ticket for No Seatbelt	Speeding ticket
Drive over 35 mph in a 30 mph zone MORE than half the time	19.3%	84.1%	10.2%	86.7%	13.2%	82.4%	10.2%	86.4%	9.8%	82.0%
Drive over 35 mph in a 30 mph zone LESS than half the time	23.3%	87.0%	13.8%	83.5%	14.1%	82.1%	14.9%	76.6%	12.6%	82.1%
Drive over 35 mph in a 30 mph zone NEVER	29.8%	81.9%	19.3%	79.0%	22.2%	72.2%	16.6%	79.1%	27.5%	75.4%
Drive over 70 mph in a 65 mph zone MORE than half the time	17.4%	82.6%	9.6%	83.8%	13.8%	77.9%	14.9%	78.1%	8.0%	81.8%
Drive over 70 mph in a 65 mph zone LESS than half the time	24.1%	88.0%	14.5%	83.9%	14.0%	85.0%	13.3%	79.0%	14.6%	80.6%
Driver over 70 mph in a 65 mph zone NEVER	28.4%	80.9%	16.9%	83.1%	19.8%	71.0%	17.0%	77.7%	22.9%	82.9%
Drove after drinking in past 60 days	10.0%	78.3%	9.1%	84.2%	7.7%	80.8%	6.2%	73.2%	9.8%	77.3%
Did not drive after drinking in past 60 days	25.6%	86.3%	14.7%	83.2%	16.3%	80.7%	15.7%	80.1%	15.4%	82.5%

Risky Driving Versus Perception of Risk

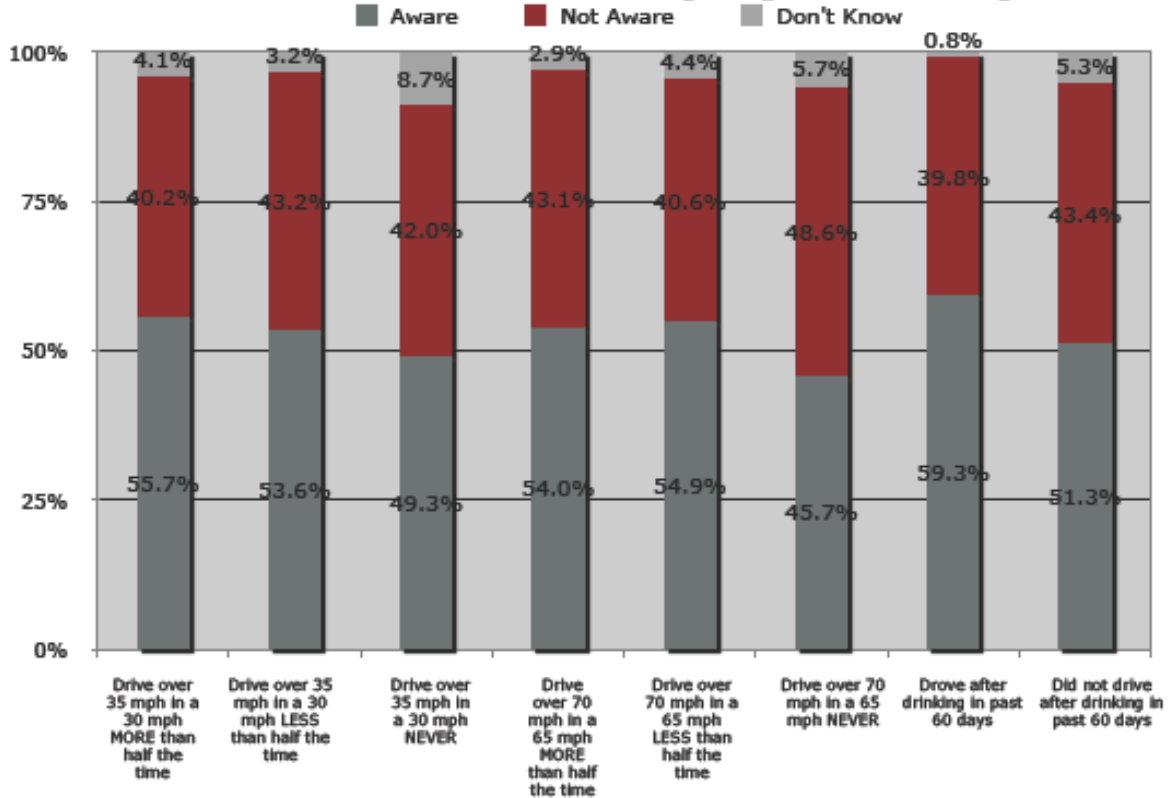


Awareness of Law Enforcement Efforts Regarding Influenced Driving

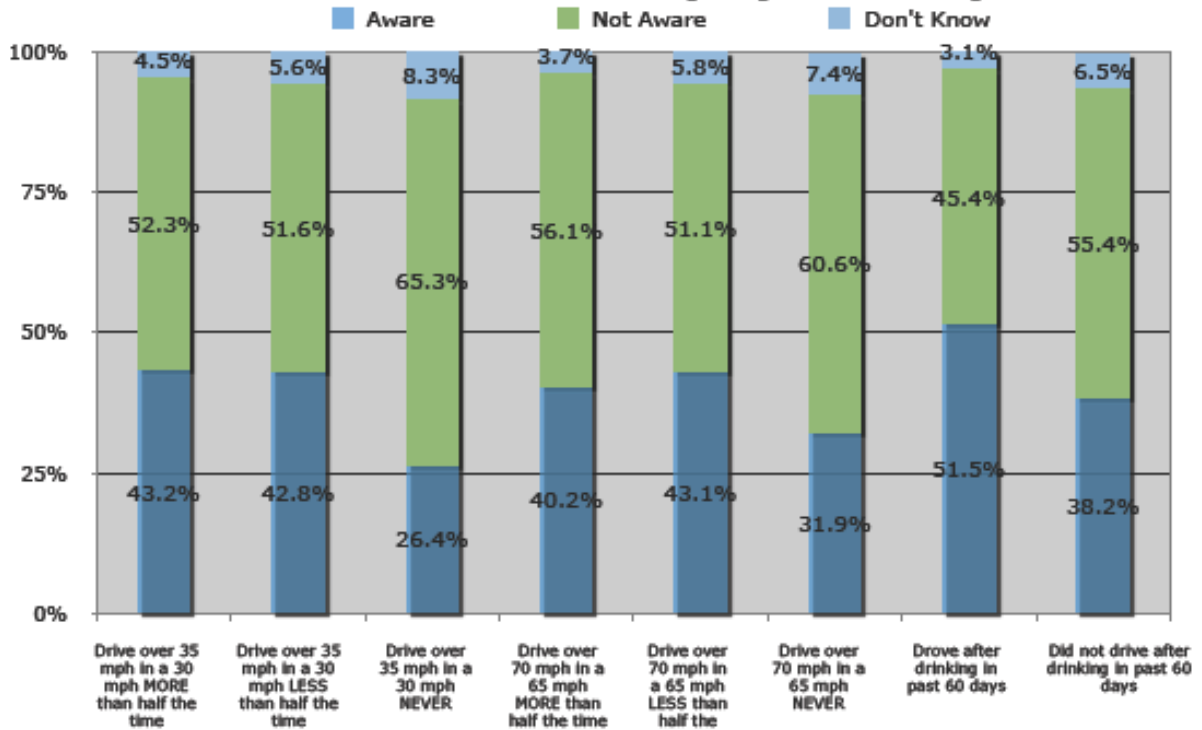
When looking again at the pattern of risky driving behavior and perceptions of law enforcement messages or efforts to reduce alcohol-influenced driving, there are interesting patterns. First of all, those who reported having operated a motor vehicle after having at least one drink in the past 60 days are more aware of law enforcement messages regarding influenced driving than those who have not driven after drinking, a pattern which holds from 2011 to 2015. Again, this data was collected starting the day after Memorial Day, a time of year when messages regarding influenced driving increase, so noting the increases in awareness over time, and especially when comparing 2014 to 2015 data is not surprising given the timing of data collection (earlier data is included at the end of this report).

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

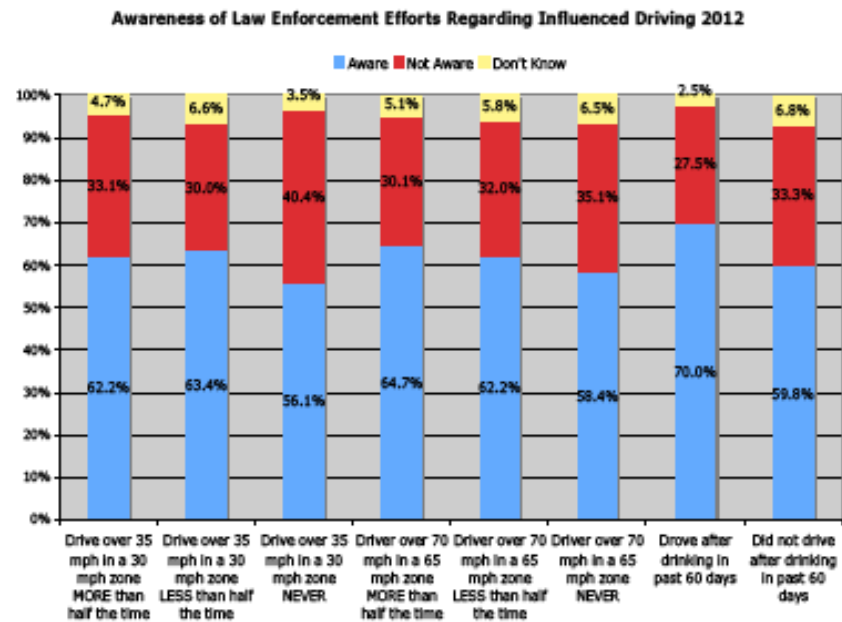
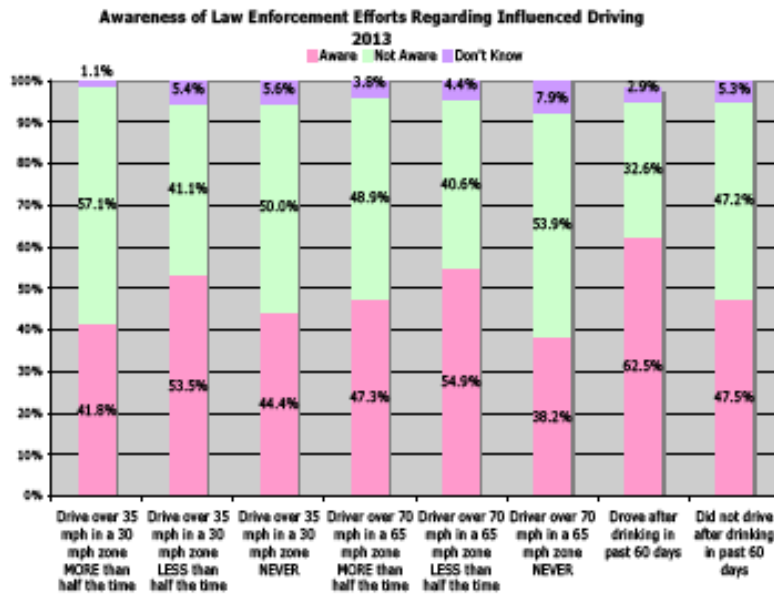
Awareness of Law Enforcement Efforts Regarding Influenced Driving 2015



Awareness of Law Enforcement Efforts Regarding Influenced Driving 2014



For the most part, there have been no significant changes in data patterns in the past six survey cycles (2010 - 2015). Data will continually be tracked in the future to determine if any changes arise, or if trending patterns hold steady.



Awareness of Law Enforcement Efforts Regarding Influenced Driving 2011

