



THE HONORABLE MARY FALLIN
GOVERNOR OF OKLAHOMA

2018 ANNUAL REPORT

OKLAHOMA HIGHWAY SAFETY OFFICE



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This annual report is required by NHTSA for the Federal Fiscal Year 2018 - from October 1, 2017 through September 30, 2018. 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 2017, which should still be considered preliminary at this time. The latest finalized crash data available from the State of Oklahoma crash database is calendar year 2017. **Due to corrections made in the FARS database which are not reflected in the Oklahoma database, there are occasionally significant statistical differences related to actual numbers, use rates and percentages between finalized FARS data and finalized State data. With the exception of the number of serious injuries and the seat belt use rates, all the Core Performance Measures addressed in this report are based on FARS data, and therefore FARS 2017 *preliminary* data will be used when required. For evaluation purposes, Oklahoma finalized 2017 and preliminary 2018 data will be used when applicable.**



Vision

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

Mission

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



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

Executive Summary

The mission and goal of the Oklahoma Highway Safety Office is, and always has been, to save lives by identifying and promoting programs designed to reduce the number and severity of traffic crashes in the State of Oklahoma. To this end, the Highway Safety Office works with our various local, State and Federal partners in identifying and prioritizing the State's traffic safety needs and goals, as outlined in the annual State Highway Safety Plan. The Highway Safety Office receives a majority of its funding from the National Highway Traffic Safety Administration (NHTSA), but also has oversight and administration of designated state funds obligated for specific purposes, such as motorcycle safety and child passenger safety. This Annual Report will provide an analysis of the results of its programs and goals for Federal Fiscal Year 2018.

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

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

In calendar year 2017, there were 613 traffic collisions involving a fatality in the State of Oklahoma, in which 657 persons lost their lives. This is a decrease of 30 fatalities from the 687 persons killed in traffic crashes in 2016. However, the fact is that although fatalities decreased, of those 657 fatalities 171 of them were alcohol-related, meaning one or more of the drivers or motorcycle operators involved had a positive test for blood alcohol, and 165 of those had a BAC of .08 or more. This clearly demonstrates that drinking and driving is still a problem in this state.

The observed statewide seat belt use rate in Oklahoma showed a decrease from 86.9% in 2017 to 85.6% in 2018¹. Generally speaking, the Southeastern part of the State had the lowest overall seat belt use rate at 80.9% while the Northeast part of the State had the highest at 88.3%. The highest sampled county use rate was in Comanche County (94.4%), with Caddo County again having the lowest (65.5%). Our state rate, however, continues to lag behind the national rate. To strive to improve our efforts in this area, the OHSO hosted a NHTSA Occupant Protection Assessment in April 2017. This event brought in a number of subject matter experts in various fields to review our current programs and make recommendations on how to improve our efforts. We are still in the process of reviewing those recommendations.

¹ *Oklahoma Seat Belt Observation Study Summer 2018*

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

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

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

Here are a few notable events from some of the 2018 projects.

❖ *Oklahoma Challenge & Skills USA Event*

In partnership with Oklahoma Challenge, State Farm and Canadian Valley Technology Center the largest teen driving safety event was conducted with over 600 students participating. ThinkFast Interactive game show engaged the students and oil and gas industry employees in the area volunteered for the event. American Truckers Association in partnership with Oklahoma Truckers Association brought an interactive semi-truck.

❖ *ENDUI 420 – Multistate Drug-impaired Driving Mobilization*

In conjunction with NHTSA Region 7, Oklahoma participated in the state's first Drug Impaired Driving Enforcement event on April 20th. This emphasis was multi-state with focus on 42 hours of drugged-driving enforcement beginning April 20th at midnight. There was a media kickoff event at Pops on Route 66 and Oklahoma sent representatives to Region 7 for the multi-state kickoff as well.

❖ *DPS/OHP Traffic Homicide Unit*

The use of unmanned drones has decreased road closure time in many fatal and serious injury crashes from several hours to less than 30 minutes by documenting the scenes with drone imagery and then using software applications to create orthomosaic models to perform crash reconstruction. The number of local and out of state law enforcement agencies utilizing the OHP Traffic Homicide Unit to assist them with their investigations has also improved the timeliness of collision report submissions to the Oklahoma Crash Record Database and also assisted other states in their timely reporting. DPS provided assistance to 63 agencies conducting fatal crash investigations.

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

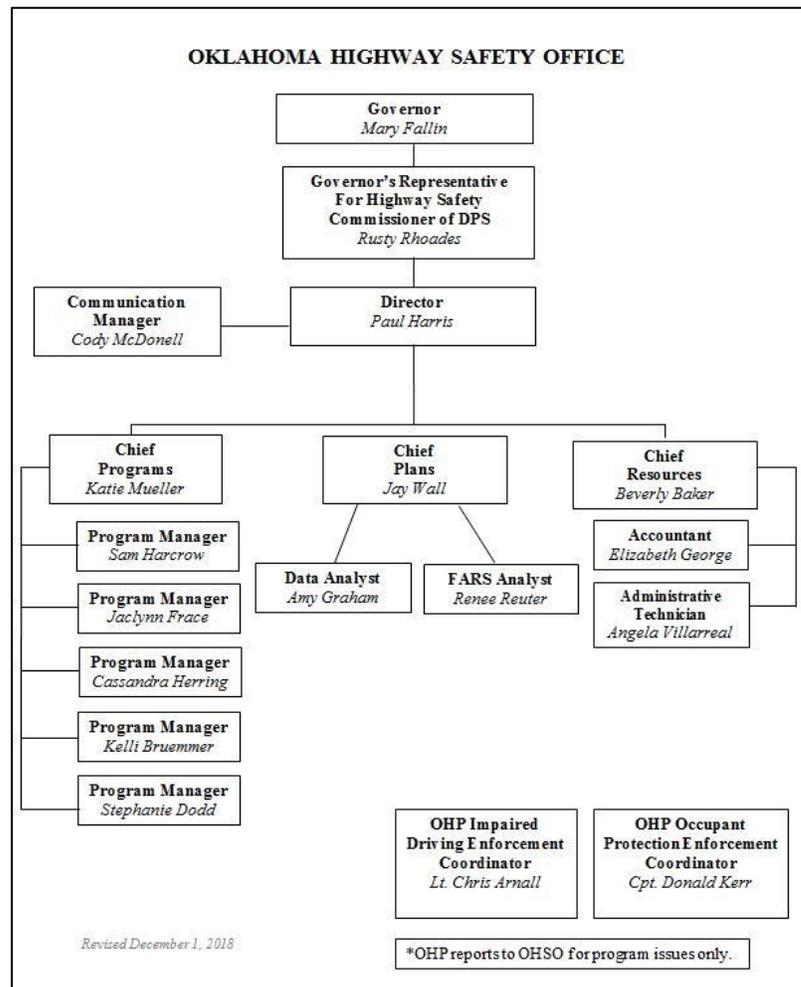
Respectfully,

Paul Harris, Director
Oklahoma Highway Safety Office

OHSO Organizational Chart

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

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



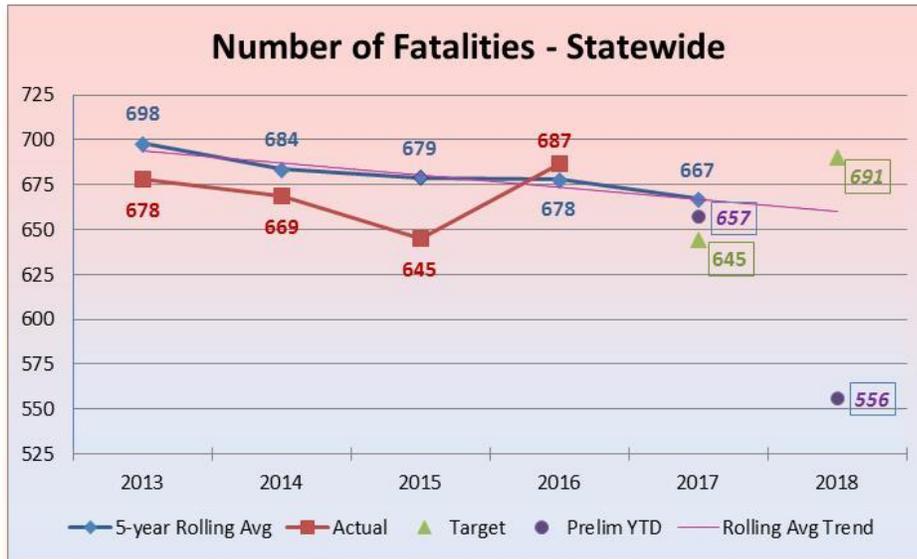
In addition to the office staff, the OHSO currently has five full-time Highway Patrol Troopers assigned as Impaired Driving Liaisons, one full-time OHP Lieutenant who serves as the Statewide Impaired Driving Enforcement Coordinator and one full-time OHP Captain who serves as the Statewide Occupant Protection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

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

C-1 Number of Traffic Fatalities (FARS DATA)

Target: To limit a projected increase in the number of traffic fatalities from 643 in 2015 to 691 in 2018.

Based on finalized Oklahoma data, there were 657 fatalities in CY2017, which will not meet the projected target of 645 fatalities. However, it does appear that fatalities for 2018 may come in below the target of 691, although the data for 2018 to date is far from complete. The 5-year rolling average is showing a decreasing trend.

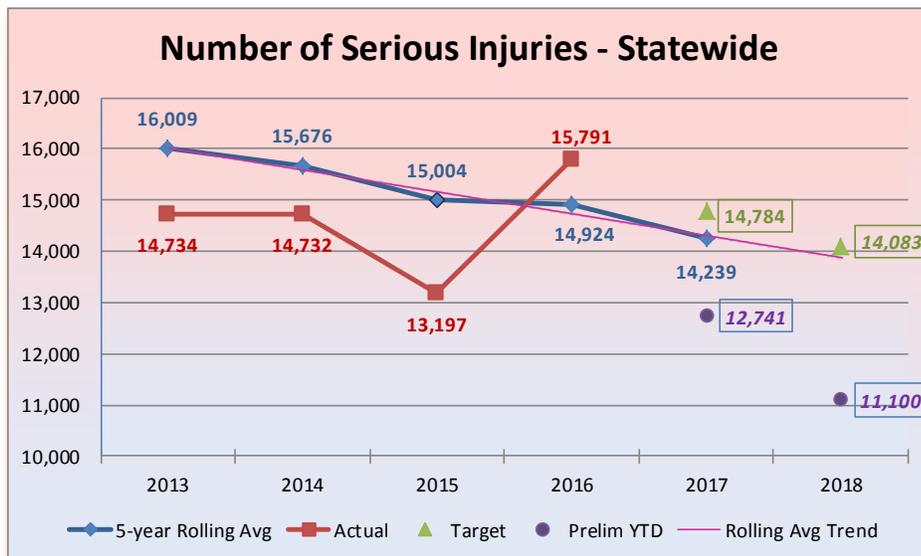


691, although the data for 2018 to date is far from complete. The 5-year rolling average is showing a decreasing trend.

C-2 Number of Serious Injuries (OK DATA)

Target: To decrease the number of Serious Injuries in traffic crashes from 14,266 in 2015 to 14,083 in 2018.

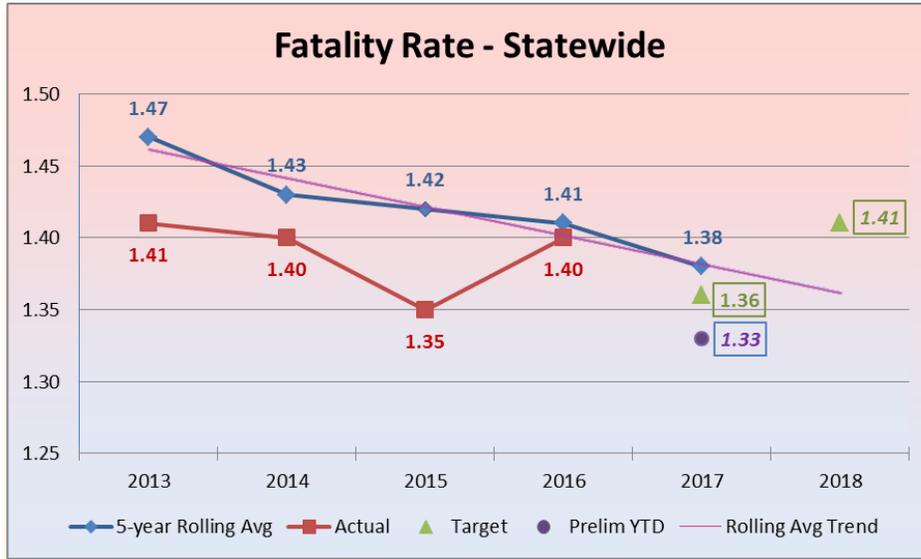
After a significant spike in CY2016, the number of serious injuries has decreased to a level below the projected 2017 target and it appears that CY2018 data will continue to show improvement in this area.



C-3 Fatality Rates (FARS)

Target: To limit a projected increase in the Total Fatalities per 100M VMT rate from 1.35 in 2015 to 1.41 in 2018.

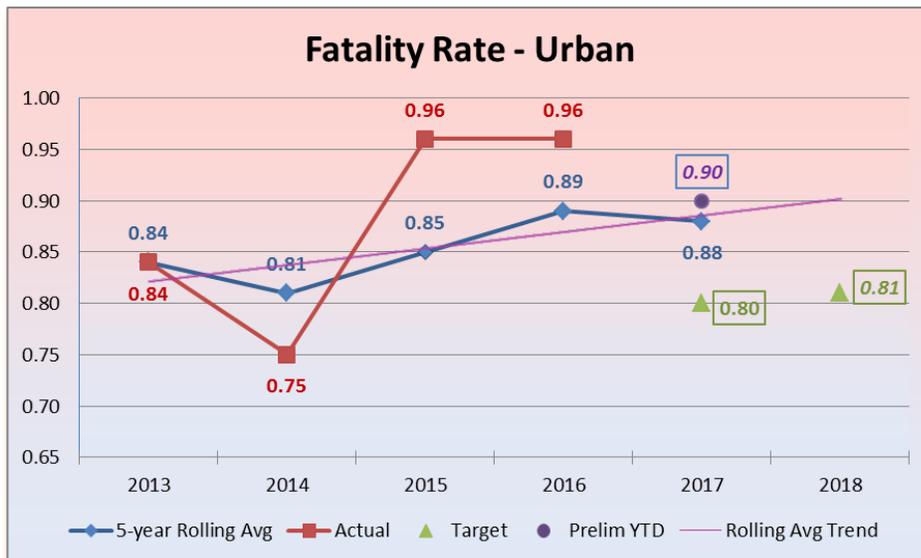
The measurement of fatalities per 100 million vehicle miles traveled (VMT) is a relatively small statistical number and thus a small deviation can reflect a statistically significant change. Oklahoma met its 2017 statewide target with a fatality rate of 1.33. As noted, VMT rates for 2018 are not yet available for review.



2018 VMT not yet available for YTD comparison

Target: To decrease the Urban Fatalities per 100M VMT rate from 0.95 in 2015 to 0.81 in 2018.

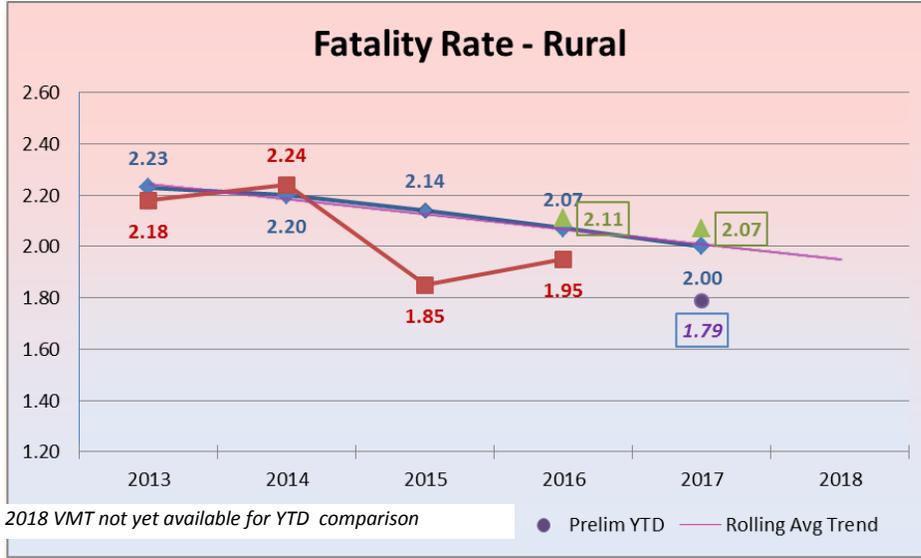
Urban fatalities are defined as fatalities occurring in a city or town having a population of 5,000 or more. The Urban fatalities rate did not meet the target rate for CY2017. As noted previously, VMT rates for 2018 are not yet available for review. This performance measure is showing an unfavorable rise in the 5-year rolling average, due primarily to significant increases in 2015 and 2016.



2018 VMT not yet available for YTD comparison

Target: To limit a projected increase in the Rural Fatalities per 100M VMT rate from 1.85 in 2015 to 2.07 in 2018.

The rural fatality rate is decreasing and the state met it's target projection for 2017 with a rate of 1.79.

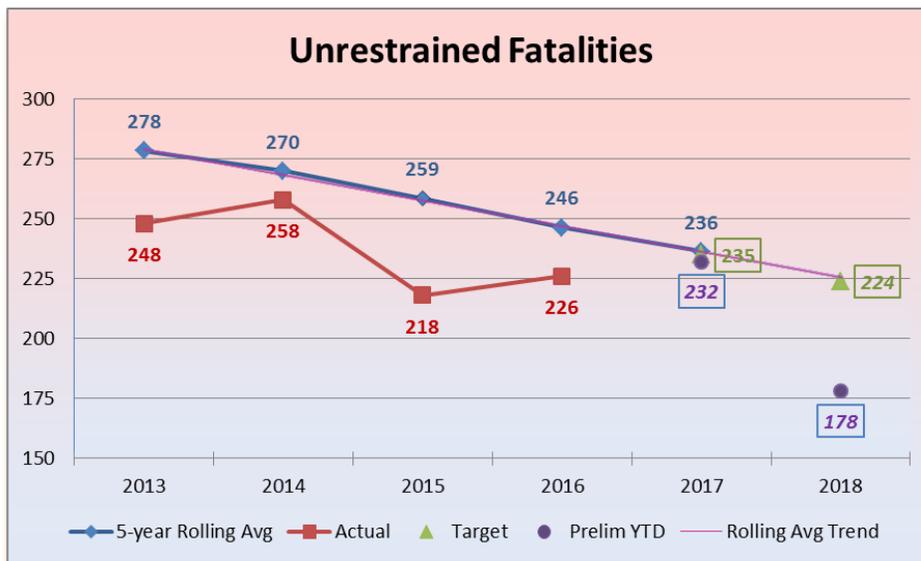


2018 VMT not yet available for YTD comparison

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

Target: To limit a projected increase in the number of unrestrained occupant fatalities (all seating positions) from 218 in 2015 to 224 in 2018.

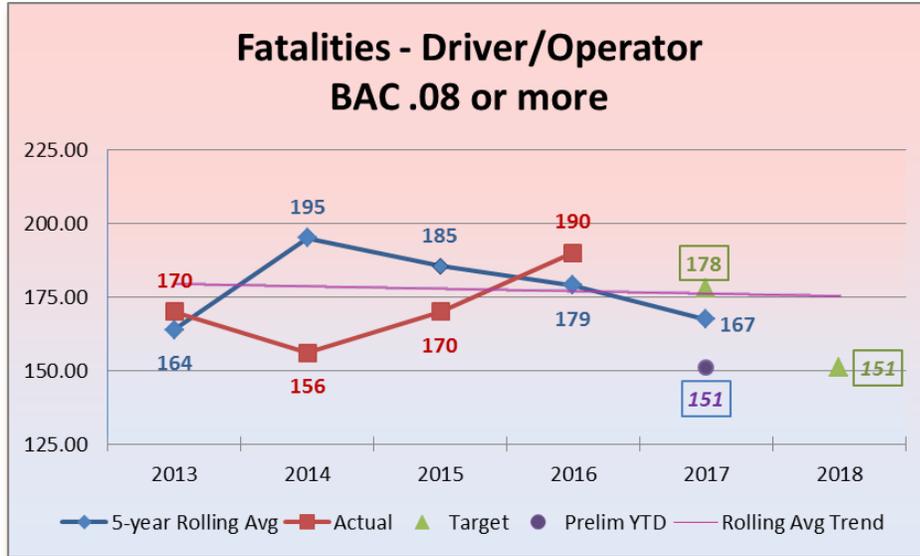
Oklahoma met the 2017 target with 232 unrestrained fatalities and preliminary data indicates that the number will continue to show a decrease in 2018.



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

Target: To decrease the number of fatalities involving a driver/operator .08 or more BAC from 170 in 2015 to 151 in 2018.

Oklahoma expects to exceed the projections in meeting this target for 2017 with an average (see note below) of 151 fatalities from crashes involving a driver or motorcycle operator with a BAC of .08 or more.

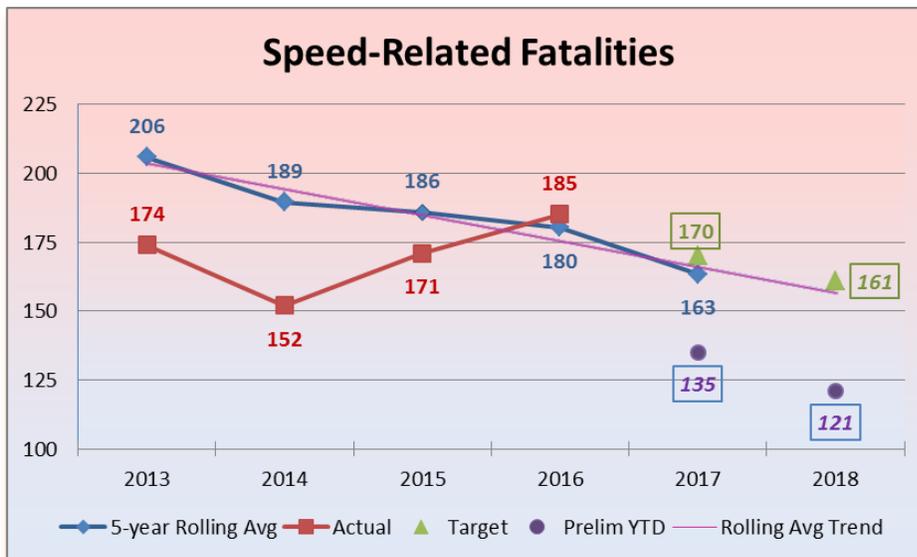


Due to significant differences in state versus FARS data for fatalities involving a driver or motorcycle operator having a BAC of .08 or more, the preliminary result for 2017 included in the above graph is an average of the state 2017 final (137) and FARS 2017 preliminary (165) results. Due to delays in receipt and analysis of BAC data, review of 2018 YTD results does not yield a viable basis for evaluation of the 2018 target result.

C-6 Speed Related Fatalities (FARS)

Target: To decrease the number of speed-related fatalities by 10%, from 171 in 2015 to 153 in 2018

Oklahoma should meet the 2018 target for speed-related fatalities (see note below).

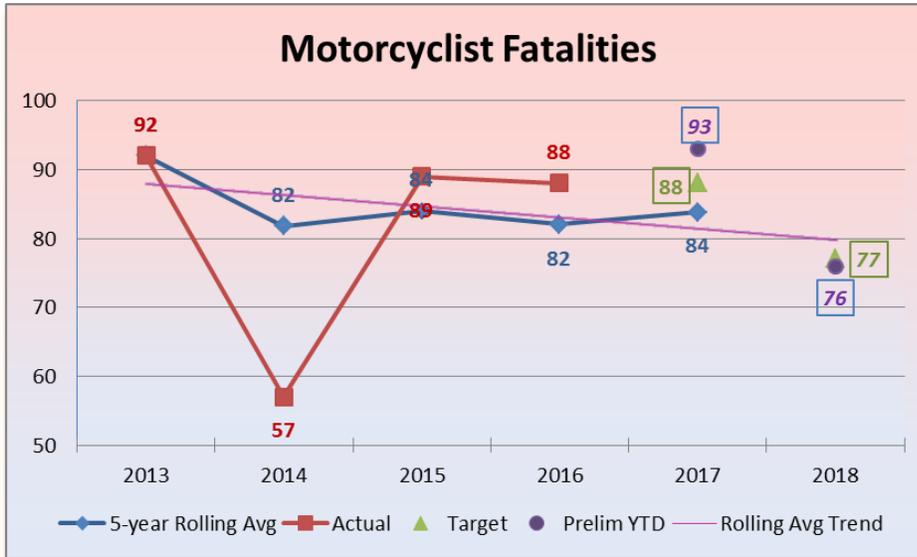


Due to significant differences in state versus FARS data for speed-related fatalities, the preliminary result for 2017 included in the above graph is an average of the state 2017 final (127) and FARS 2017 preliminary (143) results.

C-7 Motorcyclist Fatalities (FARS)

Target: To decrease the number of motorcycle fatalities by 13%, from 89 in 2015 to 77 in 2018.

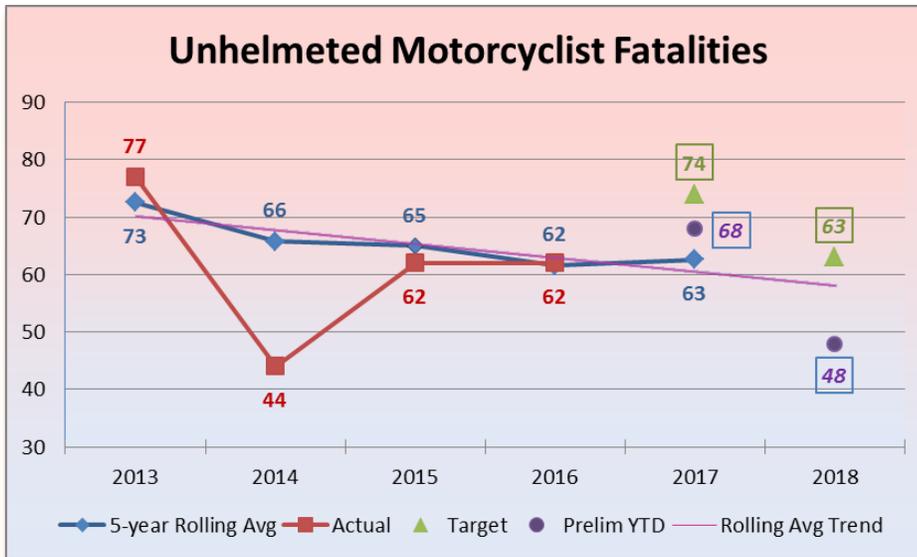
With the exception of 2014, Motorcycle fatalities have remained fairly consistent each year. Oklahoma will not meet its 2017 projections but should be close to meeting 2018 projections.



C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Target: limit a projected increase in unhelmeted motorcycle fatalities from 62 in 2015 to 63 in 2018.

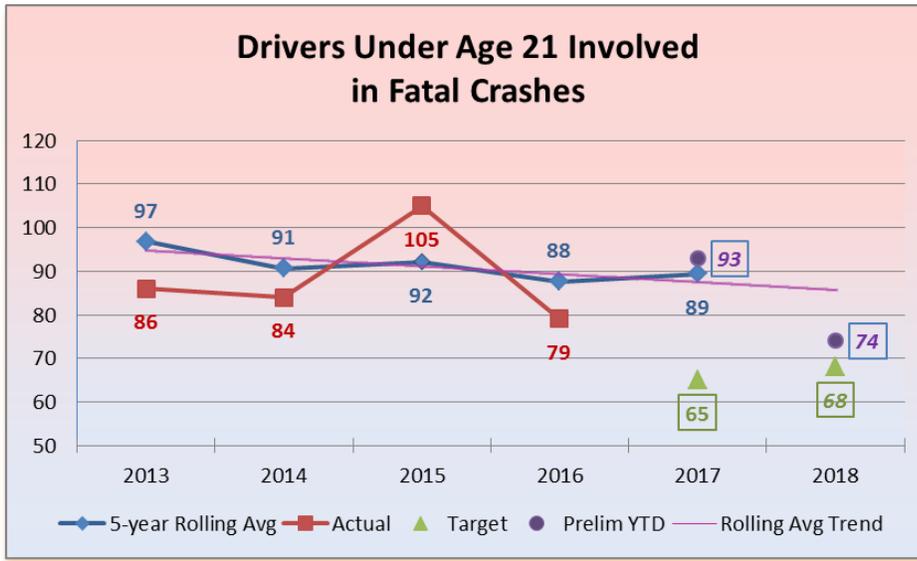
Oklahoma met its target for 2017 and preliminary data indicates we are likely to meet projections for 2018.



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

Target: To decrease the number of drivers under the age of 21 involved in fatal crashes from 105 in 2015 to 68 in 2018.

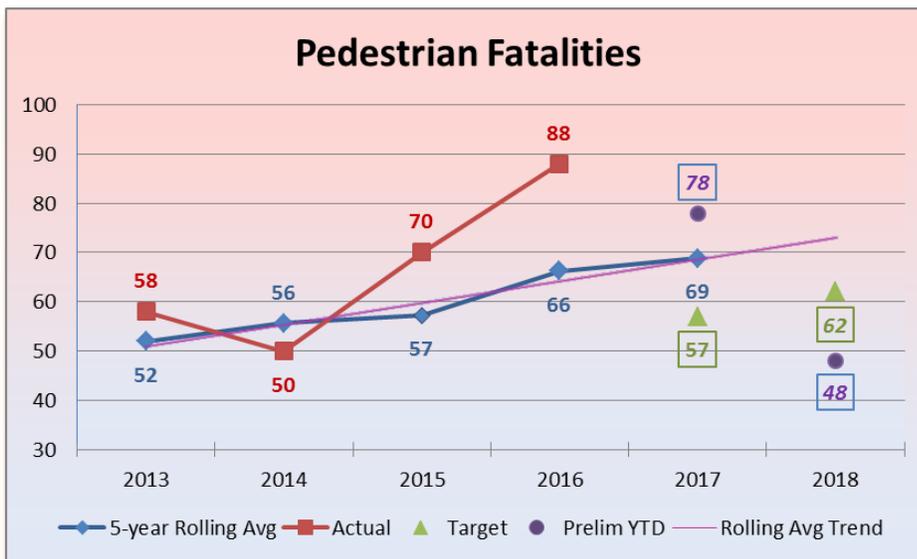
The target projections based on the 5-year rolling average were largely influenced by higher numbers in 2011 and 2012 (116 and 107 respectively). Fatalities overall nationwide and in Oklahoma showed increases in 2015 and/or 2016; however, the overall trend for persons under the age of 21 involvement in fatal crashes is slightly downward. For CY2017 there were 93 drivers under the age of 21 involved in fatal crashes. Preliminary data reflects 74 such drivers reported as of December 10, 2018. As this number will probably increase some, it would appear that the total will decrease from the 2017 number.



C-10 Number of Pedestrian Fatalities (FARS)

Target: To decrease the number of pedestrian fatalities by 10%, from 69 in 2015 to 62 in 2018.

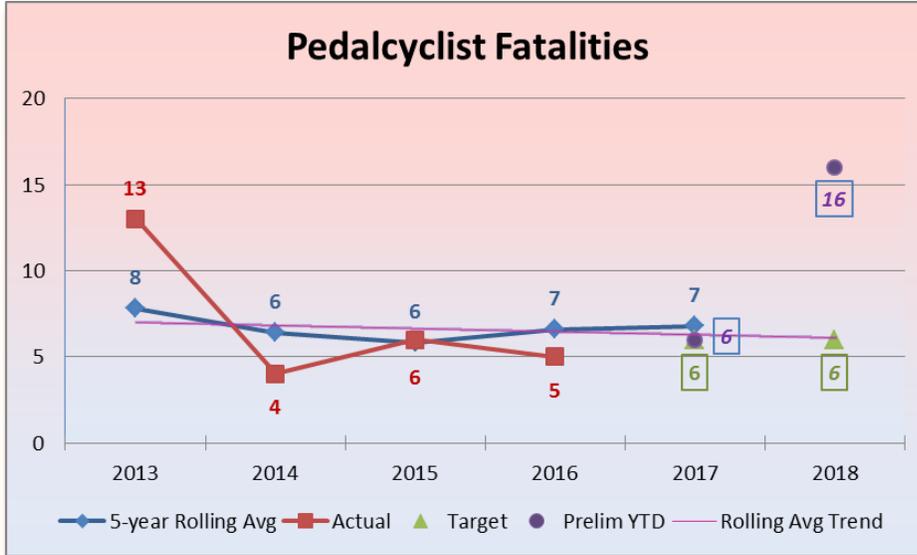
Along with the Urban Fatality Rate, this is only 1 of 2 areas showing a rising trend in fatalities over the last 5 years. Oklahoma will not meet its 2017 projection for decreasing pedestrian fatalities and will probably not meet the 2018 target. This area continues to be a high-risk priority area.



C-11 Number of Pedalcyclist Fatalities (FARS)

Target: To maintain the number of pedalcyclist fatalities at the 2015 level of 6 in 2015 to 6 in 2018.

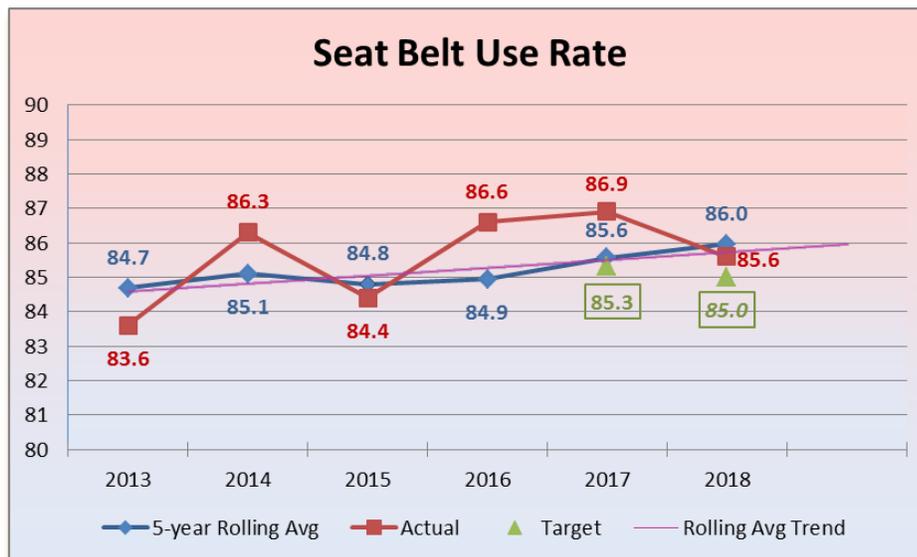
Pedalcyclists include 2 and 3-wheel pedal powered vehicles as well as skateboards, scooters and other foot or limb-powered conveyances. This number has consistently averaged 6 deaths per year, but preliminary data shows a marked increase in CY2018 which will be further reviewed for causational and location factors.



B-1 Statewide Seat Belt Use Rate

Target: To limit a projected decrease in the statewide safety belt use rate from 86.6% in 2016 to 85.0% in 2018.

While generally showing a slightly upward trend, the 2018 rate of 85.6% will meet target projections, but it does reflect a decrease from the 2017 rate of 86.9%.



5-Year Summary - NHTSA Core Performance Measures for Oklahoma

	2013	2014	2015	2016	2017*	2018**
Traffic Fatalities (FARS)	678	669	645	683	657	556
Number of Serious Injuries* (OK)	14,734	15,401	13,197	13,469	12,741	11,100
Fatalities/VMT Overall (FARS)	1.41	1.40	1.35	1.41H	N/A	N/A
Fatalities/VMT – Rural (FARS)	2.18	2.24	1.85	1.85H	N/A	N/A
Fatalities/VMT – Urban (FARS)	0.84	0.75	0.96	1.00H	N/A	N/A
Unrestrained Fatalities (FARS)	248	258	218	224	232	178
Fatalities Involving a Driver or Motorcycle Operator with a BAC of .08 or More (FARS)	170	156	168	180	165	50
Speed Related Fatalities (FARS)	174	152	171	183	143	121
Motorcyclist Fatalities (FARS)	92	57	89	88	93	76
Unhelmeted Motorcyclist Fatalities (FARS)	77	44	62	64	68	48
Drivers Under age 21 Involved in Fatal Crashes (FARS)	86	84	105	79	93	74
Pedestrian Fatalities (FARS)	58	50	70	87	78	48
Bicyclist (pedalcyclist) Fatalities (FARS)	13	4	6	5	6	16
Statewide Seat Belt Use Rate (OK)	83.6%	86.3%	84.4%	86.6%	86.9%	86.9%
Grant Funded Enforcement Activity						
Seat Belt Citations	22,043	47,638	38,511	28,662	28,228	26,932
Impaired Driving Arrests	3,781	3,939	3,803	3,243	3,030	2,493
Speeding Citations	48,202	32,994	39,511	41,785	41,143	37,318
*FARS preliminary data (not finalized) as of 12/10/2017						
**Oklahoma preliminary state data as of 12/10/2018						

Other Performance Measures

Railroad Safety

Target: To limit a projected increase in the number of rail grade crossing fatalities from 2 in 2015 to no more than 4 in 2018.

This target was misstated in the FY2018 HSP. The above target is what should have appeared in the FY2018 HSP. There were 3 fatalities in 2017 at railroad grade crossings, meeting the target projection of 4. Current data indicates the 2018 target of no more than 4 will also be met.

Target: To limit a projected increase in the number of rail grade crossing fatality and serious injury crashes from 10 in 2015 (state data) to 15 in 2018.

This target was misstated in the FY2018 HSP. The above target is what should have appeared in the FY2018 HSP. There were 8 KAB crashes at rail grade crossings in 2017, meeting the target of 8 previously set. Current data indicates that the 2018 data will be close to or meeting the projection.

Drug-related fatalities

Target: To decrease the number of drug-related fatalities by 5% from 85 in 2015 to 81 in 2018.

There were 134 drug-related fatalities in 2016 compared to 199 in 2017. Part of the increase is due to better tracking of drug-related events. It is important to note that this statistic does not mean that the person was under the influence of or that drugs were the direct cause of the crash. It only means that some type of drug was either suspected or found to be in the persons system, including prescription medications which may or may not cause impairment. The 2018 statistics are too preliminary at this point to be useful for comparison.

Distracted Drivers

Target: To decrease the number of distracted drivers involved in distracted driving-related KAB crashes by 5% from 1,284 in 2015 to 1,220 in 2018.

There were 1,335 drivers involved in serious injury crashes where driver distraction was a factor. Preliminary data for 2018 reflects 1,204 drivers in serious injury distraction-related crashes. These numbers reflect not meeting the target for 2017 and on track to meet the target for 2018.

Target: To decrease the number of distracted drivers age 16-24 involved in distracted driving-related KAB crashes by 5% from 435 in 2015 to 413 in 2018.

Younger drivers, ages 16-24, are over represented in distracted driving injury crashes. There were 464 drivers age 16-24 involved in fatal and serious injury crashes in 2017, not meeting the target of 308 in 2017. To date in 2018 there have been 403 drivers in this age group and slightly below the 412 target set, but the number is likely to increase.

Driver Education/Teen Safety

Target: To decrease the number of work-related transportation incidents by 5% from 44 in 2015 to 40 in 2018.

We have found that this area is difficult to track progress as there are few systems available to accurately track whether motor vehicle related injuries are directly related to employment or work-related travel. This may be revisited when EMS/Emergency Room data can be more successfully accessed.

Traffic Records

Target: To increase the number of mappable city collisions statewide in the SAFE-T Collision Explorer Tools from 82.6% as of April 1, 2017 to 85% by March 31, 2018

As of March 31, 2018 84.9% of the collisions statewide had been mapped, basically meeting the target.

Target: To improve timeliness of crash data collection and analysis by decreasing the time in which data is accessible for analysis to less than 1 work day

The average time for data to be viewable is now less than 24 hours.

Target: To increase the number of user agencies on PARIS from 4 in 2016 to 8 in 2018.

This target is currently on hold as avenues other than PARIS are explored.

Target: To continue development of the statewide Impaired Driver Database program.

The database is online and operational . The number of records submitted increased from 20 as of 3/31/2017 to 5,104 as of 3/31/2018.

Target: To continue development and integration of the PARIS.web electronic crash reporting program during FY2018.

Development of a new statewide crash reporting system continues, which includes parts of the PARIS.web program.

Coordination with the State Strategic Highway Safety Plan (SHSP)

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

Traffic Safety Surveys

Through agreements with our partners, the OHSO conducted several statewide traffic safety surveys in 2018:

- Statewide Seat Belt Use Survey (OP-18-06-01-00)
- Statewide Child Restraint Use Survey (OP-18-06-01-00)
- Attitude & Awareness Survey (split funded PM-18-02-01-02, M2PE-18-02-01-02, M5PEM-18-02-01-02)
- Automated Enforcement Survey (PT-18-06-02-00)

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 distracted driving legislation on May 5, 2015 making texting while driving illegal. The law had an effective of November 1, 2015.

Safe Communities/Community Traffic Safety Programs

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

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

Energize for Safety Coalition

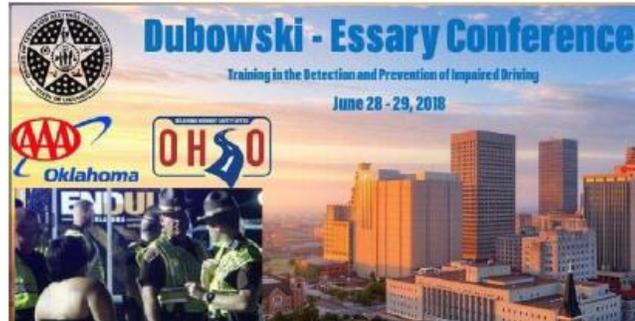
This coalition was formed to elevate traffic safety as a priority safety issue for operators, community leaders and stakeholders in the Scoop and Stack operating area of Oklahoma. Tremendous strides have been made in the short time since the coalition formed including:

- Using Oklahoma crash data for improved journey management planning tools
- Providing free employer traffic safety education materials to operators
- Creating a DOT highway safety corridor in the operating areas to include increased enforcement and community education
- Public-private partnerships for infrastructure improvements in the area
- Alive @ 25 presented to Okarche, Kingfisher and Hennessey High Schools

Other Notable Events

- *New Partnership with Oklahoma Bar Association* - OHSO established a new partnership with the Oklahoma Bar Association to take leadership and oversight of the Judicial Outreach Liaison Program. We also brought on a new JOL – Ret. Judge Rod Ring to replace outgoing JOL, Ret. Judge Carol Hubbard.
- *New Safe Kids Coalition* - Oklahoma’s state office for Safe Kids established a new coalition with the Apache Nation of Oklahoma – Safe Kids Na-I-Sha.
- *ENDUI Checkpoints yield 2,000th Arrest* - In partnership with Oklahoma Highway Patrol and multi-agency ENDUI enforcement teams, the ENDUI program yielded its 2,000th impaired driving arrest in FY18.

- “*Buckle Up like a Champion Today*” – Norman Police Department lead a pilot program for increasing community support for occupant protection. The OHSO was involved in the advisory board in program management and community education. A media event and kickoff was held in Norman with Regional Administrator Maggie Gunnels in attendance.
- *First Dubowski-Essary Conference* – As a capstone for the statewide Impaired Driving Investigator initiative, the first Dubowski- Essary conference was held to expand officers knowledge of impaired driving.



Legislative Update

There were a number of measures affecting traffic safety introduced in this years legislative session

Passed:

- SB1091 – removed the authority of District Attorneys to seek enhancement of certain penalties for driving under the influence.

Failed to pass or did not pass out of committee:

- HB2664 – requiring installation of foot pegs on motorcycles for use by passengers;
- HB2665 – requiring the Department of Transportation to create and implement a motorcycle safety education campaign using displays on electronic message boards;
- HB3023 – prohibiting the use of voice communications with another person while the motor vehicle is in motion unless using a hands-free device;
- HB3026 –increasing the age a child must be properly restrained from eight to 14;
- HB3270 – creation of and authority for law enforcement to use automated traffic enforcement systems in highway maintenance or construction zones;
- HB3304 – reducing the amount of court costs allowed for specific speed violations;
- HB3331 – allowing the OSBI to assist DPS with maintenance of the statewide Impaired Driving Enforcement Database by importing criminal history records data into the database;
- SB1165 – repealing language related to the use of a motor vehicle without an ignition interlock device;
- SB1449 – creating the “Bobbi White Act of 2018” making it unlawful to operate a motor vehicle in a school zone while using a cellular telephone or other handheld electronic device;
- SB1420 – modifying the apportionment of revenue to the Motorcycle Safety and Education Program revolving fund such that apportioned funds cannot exceed the three-year average of revenue apportioned in 2015, 2016 and 2017 and that any excess amount be deposited in the states General Revenue Fund.

- SB1431 – creating the Victims of Impaired Driving Memorial Sign Program to give family and friends of victims the opportunity to purchase signs to be placed by ODOT near the site of an impaired driving fatality.

This year a new effort named B2B-Border to Border was part of the Click It or Ticket Mobilization effort. Oklahoma joined with surrounding states to promote seat belt safety by cooperation with law enforcement agencies from adjoining states to increase enforcement of seat belt laws.



The results of the FY2018 mobilization enforcement efforts are summarized in the following table:

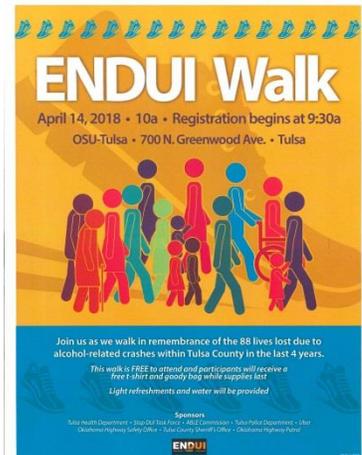
Mobilization	Reporting Agencies	Impaired Driving Arrests	OP Citations	Speeding Citations	Other Citations
<i>Click It or Ticket May 2018</i>	170	205	5,785	18,447	18,926
<i>Drive Sober or Get Pulled Over August 2018</i>	122	667	3,269	11,688	25,933
<i>Holiday Impaired Driving December 2017</i>	246	762	3,152	7,802	17,738

Selective Traffic Enforcement Program

All of the projects selected for inclusion in the Oklahoma FY2018 Highway Safety Plan contribute in some manner to the overall goal of improving traffic safety efforts to reduce the number and severity of traffic crashes in the State of Oklahoma to save lives. Projects specifically addressing enforcement activities using proven countermeasures are usually indicated by the use of the term “Enforcement” in the Project Title, for example: Norman Traffic Enforcement.

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.² 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 FY2018, OHSO provided grants to 26 agencies statewide, including the OHP, to conduct enforcement, training, or educational activities primarily dedicated to impaired driving affecting the majority of the counties in Oklahoma³. These overtime efforts resulted in 3,803 arrests for impaired driving offenses.

² NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition

³ See map on page 14

There were also a number of projects that addressed increased training and education in impaired driving offenses for judges and prosecutors.

Using funding from several sources, including Section 402 and Section 405(d), Oklahoma has developed a strategic Statewide Impaired Driving Plan which promotes sustained high-visibility enforcement of impaired driving violations and other related items, such as education, media, judicial and prosecution. In addition, all grantees having enforcement activities are required to submit monthly reports on the number of impaired driving, occupant protection, and speeding violations issued during grant funded operations. The following projects all contributed in some manner to the efforts described in the statewide plan.



On April 20, 2018 Oklahoma along with six other states conducted a 42-hour enhanced drug-impaired driving effort to focus attention on the hazards of driving under the influence of drugs, including marijuana. There were 28 arrests made during this period related to suspected marijuana impairment.

Impaired Driving Program Activities

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

***F5HVE-18-03-01-12
M5BAC-18-06-02-00
AL-18-05-01-11
M5IDC-18-01-01-11***

Utilizing all 13 field Troops, the OHP conducted sustained overtime impaired driving enforcement in 49 of the State's 77 counties. Data from KAB crashes was utilized to determine the amount of funding provided to each Troop. This project resulted in the arrest of 1,299 impaired drivers statewide during the grant year.



In addition to overtime enforcement, an OHP Statewide Impaired Driving/Occupant Protection Coordinator and six (6) full-time Impaired Driving Liaisons. The IDLs are primarily tasked with the implementation and coordination of regional impaired driving areal-wide task force efforts to promote checkpoints and STEP programs directed at impaired driving as well as assisting with any training that may be needed. This year, the IDLs conducted 79 area-wide mobilizations events statewide. Nearly 1,000 DUI arrests were made as a result of the efforts made by IDL's through planned checkpoints/saturations and overtime DUI enforcement shifts by Troopers throughout the state.

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

OKLAHOMA COUNTY IMPAIRED DRIVING ENFORCEMENT

***PT-18-03-17-11
F5OT-18-03-01-02***

This project provided funding for overtime high-visibility impaired driving and occupant protection enforcement. Deputies and Reserve Deputies with OCSO worked a total of 955 hours of overtime on this project, with 955 hours directed toward impaired driving enforcement, 857 hours for occupant protection

enforcement and 1,003 hours of general traffic enforcement. Overtime enforcement resulted in 72 DUI arrests, 1,755 OP violations, 885 speeding violations and 2,474 other types of violations.

This project also funded a full-time deputy for traffic safety education and outreach. The education Project Deputy conducted a total of 101 safety education presentations during the year.

ODMHSAS 2M2L TASK FORCE PROJECT

F5OT-18-05-01-05

In 2018, nine (out of 17 approved) local law enforcement agencies participated and timely reported targeted alcohol compliance enforcement. Grove Police Department conducted four activities, Tahlequah Police Department participated in 5 activities, Pittsburg County Sheriff participated in two activities, Norman Police Department participated in 9 activities, Durant Police Department participated in one activity, Anadarko Police Department participated in 1 activity, Tulsa Police Department participated in six activities, Broken Arrow Police Department participated in one activity and Oklahoma County Sheriff participated in one activity totaling 30 alcohol compliance enforcement activities. All agencies received training from ABLE prior to their efforts related to 2M2L Taskforce activities such as Controlled Party Dispersals, Alcohol Compliance Checks, and Bar Checks for over service.

ODMHSAS ALCOHOLEDU PROJECT

AL-18-02-02-05

The program has demonstrated positive outcomes in increasing alcohol related knowledge, decreasing acceptance of underage drinking, reducing underage drinking and reducing riding with an intoxicated driver. The project this year allowed for AlcoholEdu to be available to 49 schools across the state.

***BOT STATEWIDE CHEMICAL TESTING/TRAINING COORDINATOR
OSBI IMPAIRED DRIVING TESTING***

***F5TR-18-05-01-05
F5BAC-18-05-01-10***

“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.”⁴ Without the ability to conduct quantitative and qualitative analysis in a proper and timely fashion, the needs of the judicial system, the police officer, the citizen and the public are not served. For several years, the OHSO has partnered with the Oklahoma Board of Tests (BOT) and the Oklahoma State Bureau of Investigation (OSBI) to increase and improve testing and analysis of DUI test results.

The Board of Tests is taking training to all parts of the State of Oklahoma. A statewide initiative the Impaired Driving Investigator was continued. The first annual Dubowski-Essary conference was held to inform officers of impaired driving issues and to teach new techniques while expanding on older techniques. The Board of Tests completed over 400 new certifications for the Intoxilyzer 8000 while coordinating over 39 other impaired driving courses with a total of 493 officers, deputies and troopers being trained in various impaired driving curriculum.

The Board of Tests also employed a training coordinator to help develop and make impaired driving training for law enforcement available statewide. Evaluation of this program indicated that in order to be effective additional resources will be needed to meet expectations of this position.

This project provides two laboratory analysts to the OSBI Toxicology laboratory. The analysts provided are devoted solely to DUI casework. These analysts help to deal with the extra submittals that are incurred through additional law enforcement activities relating to DUI enforcement, in turn increasing the number of submittals to the OSBI Toxicology laboratory. In addition to the two analysts provided, this project also

⁴ *NHTSA Challenges and Defenses II, DOT HS 811707, March 2013*

assisted the Toxicology laboratory with service contract costs for the LC-MS-MS instrument provided by the OHSO in 2012.

NORMAN PD DRE PROGRAM

AL-18-02-01-18

DRE (Drug Recognition Expert) is a training course to aid in the detection and evaluation of impairment resulting from misuse of drugs, alcohol, or other substances that may impair driving ability. The DRE course is a rigorous two-week course and provides extensive knowledge concerning drug impairment. The DRE class ended with the final test being conducted on September 5, 2018. All students that arrived to take the test passed the Certification Knowledge Exam and received certification as a DRE. Two new departments were added to the list of departments. Eighteen (18) new DRE were certified.

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

***F5TR-18-02-01-15
F5CS-18-02-01-07
M5BAC-18-02-02-01***

District Attorneys and Judges are a critical component of the impaired driving prevention process. The OHSO continued this contract with the Oklahoma District Attorneys Council and East Central University to provide these key personnel with up-to-date, state-of-the-art customized training. In order to better facilitate the project goals, the program was moved to the Oklahoma District Attorney's Council in mid-year. At the same time, Judge Carol Hubbard retired as the JOL and Judge Rod Ring assumed the position. Forty-two judges attended a workshop during the Summer Judicial Conference in July. The JOL networked with attendees and sought input for future trainings.

In FY18, the TSRP project conducted 134.5 hours of continuing education across 30 separate training sessions and events while hosting approximately 562 traffic safety partners. These training events included the 2018 Prosecutor Boot Camp and Trial Advocacy workshop; the annual Prosecuting the Impaired Driver breakout held during the DAC Summer Conference; the pilot training for NHTSA's new "Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases" national curriculum; and 7 Cops in Court trainings across Oklahoma in support of OHSO's Impaired Driving Investigator Course.

The TSRP also provided technical assistance and other resource documents prepared and distributed by the project affecting 125 DWI, DUI, DUID and APC cases. Additionally, the TSRP attended or presented continuing education programs at 6 Safe Community Meetings across the state, and conducted multiple public awareness activities via Facebook or Twitter.

GOVERNOR'S IMPAIRED DRIVING PREVENTION ADVISORY COUNCIL

M5OT-18-07-01-00



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

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

Since the inception of GIDPAC, the Council has been working on addressing 37 recommendations in the areas of: Program management and strategic planning, prevention, the criminal justice system, communications, treatment and rehabilitation, and program evaluation and data. Key among the

recommendations were four specific action steps considered vital to the improvement of Oklahoma’s impaired driving system:

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

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

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

COMMUNITY IMPAIRED DRIVING ENFORCEMENT PROJECTS

As reflected on the map on page 17, there were enforcement grants provided to fifty-two (52) Oklahoma law enforcement agencies in FY2018. Of those, 13 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. With the exception of those projects detailed above, all of these were local community projects. Local community agencies conducting primary impaired driving enforcement included the following:

Del City PD	AL-18-03-01-03	Oklahoma Co SO	F5OT-18-03-01-02
Hugo PD	AL-18-03-02-01	Owasso PD	AL-18-03-07-13
Lawton PD	AL-18-03-03-15	Sand Springs PD	AL-18-03-08-15
McIntosh Co SO	AL-18-03-04-01	Seminole PD	AL-18-03-09-02
Midwest City PD	AL-18-03-05-15	Tulsa Co SO	AL-18-03-10-11
Oklahoma City PD	AL-18-03-06-14		

The above agencies reported a total of 1,258 arrests for impaired driving during grant funded overtime(50% of impaired driving arrests made during all funded enforcement projects).

Impaired Driving Projects Not Implemented or Activity Less Than Anticipated

Project Title: Impaired Driving Training Coordinator

Agency: Oklahoma Board of Tests

Project No: F5TR-18-05-01-05 **Funding Source:** 405(d) **Amount:** \$119,000.00

Description: Due to personnel changes, several of the job duties for this position were transferred from the prior years grant with the Council on Law Enforcement Education and Training (CLEET) to the Board of Tests Operator Training grant and were conducted by the Lead Instructor position in that grant. This position had some success in getting officers and troopers engaged in teaching impaired driving subjects with adding

nine new adjunct instructors. Some of the shortcomings of the project were in trying to coordinate basically 30 to 40 "conferences" a year while doing all paperwork and documentation. The officers that do teach are taking vacation time to teach these classes. The Idea of paying a stipend of some sort may help with recruitment and maintaining instructors.

Project Title: ODMHSAS 2M2L Enforcement

Agency: Oklahoma Department of Mental Health Substance Abuse Services

Project No: F5OT-18-03-01-02A-T **Funding Source:** 405(d) **Amount:** \$101,500.00

Description: This part of the 2M2L grant provided funding for local agencies to conduct overtime enforcement of sales to minors and over service compliance. In Fy2017, a change was made in the process whereby reimbursement requests were submitted directly to the OHSO rather than through a subcontract with ODMHSAS. In FY2018, of the \$101,500 in funding provided for 18 agencies, only 37% of the funding was utilized. In reviewing this low activity, a number of problems were identified, including confusion on what the grant entailed, use of the e-grants system to submit claims, and late start to name a few. Modifications will be made for the FY19 project to ensure that projects are started at the beginning of the year so a more complete picture of project activity can be evaluated.

Project Title: Hugo Impaired Driving Enforcement

Agency: Hugo Police Department

Project No: AL-18-03-02-01 **Funding Source:** 402 **Amount:** \$8,300.00

Description: Due to various problems, this grant did not make any impaired driving arrests throughout the project year.

Agency: Oklahoma State Bureau of Investigation

Project No: F5BAC-18-05-01-10 **Funding Source:** 405(d) **Amount:** \$212,370.00

Narrative: A Change Order was processed and approved by NHTSA to provide funding for some specialized equipment identified as a General Purpose Combination Lab Refrigerator/Freezer in the amount of \$9,646.64. This equipment was not purchased during the FY2018 grant cycle.

Motorcycle Safety Program Summary

Preliminary data indicates that Oklahoma will meet both targets for motorcycle safety in 2018. Of the 89 fatalities reported for CY2017 (OK data), 48 (54%) were unhelmeted. Oklahoma has addressed the traffic problems associated with the increased number of motorcyclists on the highways over the last several years by expanding training and education programs. The Oklahoma Advisory Committee for Motorcycle Safety and Education reviews and makes recommendations on applications for possible grant funding and solicits input from its members and partners on motorcycle safety matters. In November of 2016, a new law was passed requiring that a person under age 18 complete at least a basic rider course before being issued a motorcycle endorsement. We have not been, and do not expect to be in the foreseeable future, successful in getting a mandatory helmet law passed for all riders.

Motorcycle Safety Program Activities

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

ABATE MOTORCYCLE SAFETY EDUCATION

STMC-18-02-03-03

ABATE of Oklahoma sends volunteer, trained and certified instructors into the field to teach drivers how to avoid collisions with motorcycles, using three different types of presentations: 1) standard program for car &

light truck drivers; 2) truck program for big service truck & 18-wheel truck drivers; 3) school bus drivers. In 2018, ABATE presentations reached an approximate audience of 1,200 persons with their safety message through 49 STR presentations and 62 other PI&E activities.

EDMOND PD MOTORCYCLE SAFETY EDUCATION

STMC-18-02-05-20

The Edmond Police Department promoted motorcycle rider safety awareness through public service announcements and through their level 1 and level 2 "Share the Road" safety courses taught to riders in Oklahoma. There were four level 1 courses and three level 2 courses taught to approximately 100 students.

The Edmond Police Department also promoted the safety awareness through attendance at the OKC motorcycle show and motorcycle safety fair held at OSU/OKC campus in June. The largest contributor in motorcycle fatalities for operator error continues to be unsafe speed and city streets is the majority location where they occur. This verifies that our "Share the Road" programs are needed and are addressing the problem areas in motorcycle safety.

DPS MOTORCYCLE EDUCATION QUALITY ASSURANCE PROGRAM

STMC-18-05-13-06

This project funded a full-time employee with the Department of Public Safety Driver License Division to perform quality assurance monitoring of all licensed motorcycle instruction providers in Oklahoma. This year the project auditor conducted a total of 62 audits. There were 2 classroom audits to verify the facility met requirements and 2 follow up audits to verify corrections such as re-painting the range had been done. Twenty Five (25) full audits were conducted. These cover everything including the implementation of the class, record keeping and facilities. Thirty Four (34) range audits were conducted.

OSU-OKC MOTORCYCLE TRAINING AND EDUCATION

STMC-18-02-08-07

STMC-18-06-01-07

CSEP's one stop training program presents effective strategies to support rider safety and plays a vital role in maintaining viable, accessible and affordable education to everyone interested in riding a motorcycle. This year CSEP's project was two-fold: 1) Educate riders through personalized training - 3-Wheel Basic Rider Course (3WBRC), 3-Wheel Ready to Ride (3WR2R), Ready to Ride (R2R), Deaf Basic Rider Course (BRC), and Introductory Motorcycle Experience (IME) training 2) Host a public safety event to create an awareness of how important motorcycle safety is to both the rider and motorists. This event was held in June in order to continue and extend May's Motorcycle Safety Awareness goal. We conducted 7 - 3WBRC's, 6- R2R's, 7 - IME's, 2- 3WR2R's, and 1 - Deaf BRC. Tinker Air Force Base requested and filled one of the R2R courses.

The Motorcycle Safety Awareness Day did not generate the interest that had been projected. Approximately 100 participants attended the event. It has been decided moving forward that a different approach will be needed to achieve the intended goal.

OSU-OKC also hosted a RiderCoach Conference. The day and a half conference consisted of lectures by Dr. Ray Ochs (MSF Vice President of Training Systems) and David Surgenor (MSF Director of Quality & Outcomes), group discussions, a variety of learning exercises, and networking opportunities for all attendees. The conference was attended by fifty eight of the seventy state certified RiderCoach instructors. It also assisted each instructor in meeting their educational requirement for recertification. Each instructor received a "Notes and Narratives" RiderCoach guide and an instructor shirt.

COMMUNITY MOTORCYCLE SAFETY AND EDUCATION PROJECTS

There were six other motorcycle safety related grants provided to various communities in FY2018 to conduct either MSF training or share the road motorcycle safety and education events, including the following:

Broken Arrow PD	STMC-18-02-04-18
Great Plains Technology Center	STMC-18-02-06-07
Southern Oklahoma Technology Center	STMC-18-02-09-06
Southwest Technology Center	STMC-18-02-10-04
Tulsa Police Department	STMC-18-02-11-11
Western Technology Center	STMC-18-02-12-02

Occupant Protection Program Summary

The Oklahoma 2018 Observational Seat Belt Survey was completed and certification submitted. The 2018 survey reflected a decrease in the combined restraint use rate in from 86.9% in 2017 to 85.6% in 2018. The Oklahoma 2018 Statewide Child Restraint Survey reflected a minimal decrease from 91.8% in 2017 to 91.1% in 2018⁵. The complete survey reports can be found on the OHSO website. As part of the requirements to obtain special Federal funding for occupant protection projects, referred to as Section 405(b) funds, Oklahoma has previously developed a statewide Occupant Protection Plan to identify those low use areas and promote education and enforcement projects in those areas. This plan promotes sustained enforcement of occupant protection violations. *Starting with the FY2017 grants, all Occupant Protection primary enforcement grants were required to conduct at least 10% of their enforcement during nighttime hours.* We believe that the increased enforcement efforts, coupled with public information events, contributed significantly to the increased observed seat belt use rate in 2017, yet past history has shown problems in sustaining improvement, as evidenced in the 2018 results. All grantees having traffic enforcement grants are required to submit monthly reports on the number of impaired driving, occupant protection, speeding and other type violations issued during grant funded operations.

The OHSO has increased outreach to the Native American community identified as a low use population, as identified in the statewide OP plan. The annual seat belt survey is used by state law enforcement agencies, legislative leaders, governmental safety planning agencies, child restraint advocates, and public and non-profit groups in directing their OP focus for the coming years. In order to identify ways and means by which to improve the seat belt use rate, at the State's requested and received a NHTSA OP Assessment, which was conducted in April of 2017. The results of this assessment are still under review.

Program Activities

OHP STATEWIDE HIGH VISIBILITY OCCUPANT PROTECTION ENFORCEMENT

F2HVE-18-03-01-12

Under the direction of an OHP Statewide Impaired Driving/Occupant Protection Coordinator, utilizing all 13 field troops and employing a combination of traffic safety checkpoints, saturation patrols, nighttime saturation and multi-agency special emphasis, the OHP conducted statewide overtime seat belt enforcement. Enforcement was concentrated in counties impacting 70% of the State's population and counties identified in

⁵ The Child Restraint Survey use rate does not reflect whether the seat was installed or being used correctly.

the 2017 Statewide Seat Belt Survey as having low use rates. NHTSA studies have long recognized that enforcement combined with education is an effective countermeasure in addressing improvement of seat belt use rates.⁶ The Statewide Coordinator also promoted seat belt enforcement efforts with local law enforcement agencies. OHP worked 309 hours of overtime seat belt enforcement during nighttime hours representing 7% of total hours, falling short of the projected 10%. This grant resulted in 9,858 seat belt citations issued.

SAFE KIDS OKLAHOMA, INC. CHILD PASSENGER SAFETY PROGRAM

***F2CPS-18-02-01-20
F2TR-18-02-01-20
F2CSS-18-02-01-20***

TULSA AREA SAFE KIDS CHILD PASSENGER SAFETY PROGRAM

***F2CPS-18-02-02-18
F2TR-18-02-02-18
F2CSS-18-02-02-18***

We are fortunate to have two high performance Child Passenger Safety programs that take the lead in CPS efforts in Oklahoma. Working as a team, Safe Kids Oklahoma in Oklahoma City and Tulsa Area Safe Kids at St. Francis Hospital in Tulsa coordinate their efforts to provide CPS services to all 77 counties in Oklahoma. Safe Kids Tulsa hosted the annual Martha Collar Tech Reunion with 170 attendees. This annual event provides training, education and assistance with re-certification requirements for Oklahoma CPS Technicians and Instructors.



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

- Checked 4,780 child seats for correct installation and use
- Distributed 3,523 car seats for needy families
- Sponsored 154 community car seat checkup events
- Conducted 76 community child seat workshops
- Conducted 18 technician certification/recertification courses for 243 technicians

Oklahoma’s recertification rate increased from 55.6% in 2017 to 56.5% in 2018.

SAFE KIDS WORLDWIDE CPS TECHNICIAN CERTIFICATION PROJECT

STCPS-18-02-03-00

The stated purpose of this project is to assist in maintaining and increasing the number of Child Passenger Safety Technicians and Child Passenger Safety Instructors who provide CPS services statewide by providing scholarship funds to assist with the required certification or re-certification fees to Safe Kids Worldwide. A scholarship committee consisting of an OHSO Program manager and a representative from each of our Safe Kids partners reviews and approves all applications for financial assistance and approval by all committee members is required. During this fiscal year, 57 technicians were provided scholarship funds totaling \$3,990.

***DCCCA TEEN SEAT BELT SAFETY PROJECT (SAFE)
DCCCA OK SAFE CONFERENCE***

***OP-18-02-02-04
OP-18-02-01-04***

SAFE (Seatbelts Are For Everyone) is a partnership between students, law enforcement agencies and traffic safety advocates designed to bring awareness to the importance of wearing seat belts to reduce the number and severity of KAB crashes among Oklahoma’s high school students. This year marked an increase in participation with 20 schools participating. This school year (2017-2018), the SAFE program served 5,556

⁶ NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2017

students, compared to 4,220 students served during the 2016-2017 school year. When comparing fall survey results (76% of students wearing seat belts) with final spring results (84% of students wearing seat belts) indicated an 8% increase in seat belt use among the SAFE schools. Due to the two-week teacher walk out, four schools didn't complete the spring final seat belt survey.

This project also conducted the second SAFE Teen Conference on March 6, 2018 at the OSU-OKC Precisions Driving Center in Oklahoma City. Teens representing 11 schools were present at this year's conference. This pro-gram is administered by SAFE team members and is aimed at getting Pre-K through 3rd grade students excited and informed about being safe and staying buckled in their vehicles. Awards were given to Claremore (Most Innovative), Grove (Outstanding Program) and Miami High Schools (Outstanding Newcomer). State Farm and its local agents presented OK SAFE with a check for \$18,000! The conference was sponsored by OHSO, State Farm and AAA. Schools attending: Grove, Jay, Quapaw, Claremore,

COMMUNITY OCCUPANT PROTECTION ENFORCEMENT AND EDUCATION

As reflected on the statewide enforcement activity map on page 17, there were enforcement grants provided to 52 Oklahoma law enforcement agencies in FY2018. Of those, eight (8) were specific to high-visibility occupant protection enforcement (all enforcement projects are required to conduct PI&E activities in support of the project). Such countermeasures have long been recognized as effective countermeasures to increase seat belt compliance⁷. In addition to the OHP statewide program previously described, the local agencies included the following:

Alva PD	OP-18-03-01-05	Enid PD	OP-18-03-05-14
Anadarko PD	F5OT-18-03-01-02A	Lincoln Co SO	OP-18-03-06-07
Creek Co SO	OP-18-03-03-07	Sapulpa PD	OP-18-03-08-17
Drumright PD	OP-18-03-04-05	Stillwater PD	OP-18-03-09-02

The above agencies reported a total of 5,205 violation notices for seat belt/child restraint were issued during grant funded overtime (19% of OP contacts issued during all funded enforcement projects).

Bicycle/Pedestrian Safety Program Summary

As previously addressed in the 2016 Annual Report, Oklahoma did not meet the 2017 target for reducing the number of bicycle/pedestrian fatalities (see graphs on page 9). In response, Oklahoma initiated a request for proposals through its grant application process to address bicycle/pedestrian safety. In 2017, the Indian Nations Council of Governments (INCOG) was the only agency to submit a proposal under this program area. In 2018, Safe Kids Oklahoma also submitted a proposal which was included in the HSP.

Program Activities

INCOG BICYCLE/PEDESTRIAN SAFETY PROJECT

PS-18-02-01-04

This is the fourth year for this pilot project seeking to reduce the number of pedestrian and bicycle fatality and injury crashes (Tulsa Metro) through education and behavioral-change campaigns and using collision data and transportation safety best practices to assist local transportation professionals with Complete Streets implementation projects and countermeasures. Working with local municipalities to improve pedestrian and bicycle ordinances and enforcement. Through these efforts, we have established a long-term platform for educational and behavioral change for pedestrian safety. This program and materials created will be used for the next 3-6 years.

⁷ NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition

In this initial project year, Safe Kids Oklahoma partnered with six (6) OKC Metro area elementary schools to provide bike and pedestrian safety education during physical education to 1954 students. We also provided bike and pedestrian safety in seven (7) community events that reached 10,623 children, parents and professionals, utilizing SKO staff and contract labor for the direct education events, as well as bike rodeo events and booths at community events. SKO also provided through loan bike rodeo kits to six different partners this year for them to conduct their own bike rodeos, as well as our crosswalk mat for pedestrian safety. Safe Kids Oklahoma also hosted Bike to School and Walk to School Days this year.

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.

Collision Investigation

OHP CRASH TEAMS PROJECT

AI-18-06-01-07

The OHP Traffic Homicide Unit has several advanced crash investigation teams, referred to as Signal 30 teams (Signal 30 meaning fatality crash), assigned to various Troop Headquarters throughout the state for the purpose of conducting investigations of serious injury crashes or assisting local agencies or out-of-state agencies with investigation of serious injury crashes - especially those involving a fatality - utilizing the latest technology and current software to image vehicle event data recorders on passenger vehicles and large trucks and buses. The use of unmanned air system drones to document collision scenes allows roadways to be opened quicker and prevent secondary collisions at major crash scenes on high volume roadways. 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 FY18 project year, the teams conducted or assisted with 325 investigations and assisted 63 other law enforcement agencies with collision investigations.

OHP ADVANCED CRASH INVESTIGATION TRAINING PROJECT

AI-18-02-01-02

This is the second year of this pilot project to utilize Troopers with the OHP Training Division that are trained and certified in advanced crash investigation to conduct training for both OHP and local law enforcement agencies with at least 50% of the training directed to local LE agencies. A total of four advanced crash investigations training courses were conducted, three at Troop C Headquarters in Muskogee and one in Oklahoma City. Sixty law enforcement officers in total received training. One additional class for "Event Data Recorder Technician" was taught to the Tulsa Police Department at their request with 28 students trained.

PTS/Speed Program Activities

COMMUNITY TRAFFIC ENFORCEMENT PROJECTS

There were 32 general traffic enforcement grants funded this year to support local community efforts, with 8 of those being dedicated specifically to speed abatement. *All general enforcement projects are encouraged to include ongoing speed enforcement as an integral part of their project. As with impaired driving and occupant protection, all enforcement grants are required to submit the number of DUI, OP, and speed related violations issued during grant funded enforcement activity.* The local agencies receiving general enforcement grants this year include the following:

General traffic enforcement

Ada PD	PT-18-03-01-01	McCurtain Co SO	PT-18-03-13-03
Apache PD	PT-18-03-02-03	McLoud PD	PT-18-03-14-03
Bethany PD	PT-18-03-03-15	Mustang PD	PT-18-03-15-04
Bixby PD	PT-18-03-04-17	Norman PD	PT-18-03-16-10
Bryan Co SO	PT-18-03-05-01	Piedmont PD	PT-18-03-18-02
Calera PD	PT-18-03-06-09	Ponca City PD	PT-18-03-19-11
Canadian Co SO	PT-18-03-07-02	Pottawatomie Co SO	PT-18-03-20-08
Durant PD	PT-18-03-08-15	Purcell PD	PT-18-03-21-14
Grove PD	PT-18-03-09-09	Skiatook PD	PT-18-03-22-02
Guthrie PD	PT-18-03-10-02	Tecumseh PD	PT-18-03-23-08
Idabel PD	PT-18-03-11-05	Tuttle PD	PT-18-03-24-06
Madill PD	PT-18-03-12-10	Warr Acres PD	PT-18-03-25-08

The above agencies reported a total of 34,569 traffic violation notices issued, of which 15,268 were speed related, 3,037 were for seat belt/child restraint violations, and 94 were impaired driving arrests. The total represents 28% of all violations issued during grant funded hours.

Speed Enforcement Grants

Broken Arrow PD	SE-18-03-01-18	Shawnee PD	SE-18-03-05-12
Edmond PD	SE-18-03-02-20	Tahlequah PD	SE-18-03-06-16
McAlester PD	SE-18-03-03-09	Tulsa PD	SE-18-03-07-11
Minco PD	SE-18-03-04-02	Yukon PD	SE-18-03-08-02

PTS/Speed Projects Not Implemented or Minimal Activity

Corridor Projects

The Safety Corridor concept is designed to decrease the number and severity of traffic crashes by identifying high risk locations and developing a plan to increase focus on the problem area, whether it be impaired driving, speeding, occupant protection or other safety issues. At the end of FY2016, the current corridor project process was reviewed and it was decided to develop a new approach to these type of projects. While the current corridor project in Cherokee County was continued, the other projects were discontinued. A new methodology and plan for these corridors was developed and MOUs obtained from the primary partners. During FY2018, there were no new corridor projects initiated due to a variety of reasons, but plans are in place for initiating one or more in FY2019.

Project Title: Ada Traffic Enforcement

Agency: Ada Police Department

Project No: PT-18-03-01-01 **Funding Source:** 402 **Amount:** \$22,460.00

Narrative: Activity conducted fell significantly short of projections. Only 224 of 928 projected hours of overtime enforcement were worked and only 49% of funding provided was utilized for project activities.

Project Title: Apache Traffic Enforcement

Agency: Apache Police Department

Project No: PT-18-03-02-03 **Funding Source:** 402 **Amount:** \$10,946.00

Narrative: There were only activity reports for the months of October through January submitted with small amounts of activity shown. No formal explanation was provided for the cessation of the grant but it was noted on Progress Reports which were submitted that a lack of officers was creating a problem.

Statewide Data Systems/Traffic Records Program Summary

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

Program Activities

OU PARIS SOFTWARE DEVELOPMENT & INTEGRATION

M3DA-18-06-02-12

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

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

DPS E-DATA SUPPORT

M3DA-18-05-02-11

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

OU SAFE-T PROJECT

M3DA-18-06-01-15

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

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

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

DTNH22-12-H-00134

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

Traffic Record Projects Not Implemented or Activity Less Than Anticipated

IMPAIRED DRIVER ELIMINATION ACT DEVELOPMENT & IMPLEMENTATION

M3DA-18-06-05-01

The Impaired Driver Elimination Act Development & Implementation grant (OHSO-FFY2018-DPS-00140) was executed in order to contract with three entities to program systems to meet the requirements of the Impaired Driving Elimination Act 2 that would go into effect on November 1, 2017. The 3 entities involved were the Office of Management and Enterprise Services (OMES), MicroStrategy and OK Interactive. Only OMES provided services during October, November and December. After December, it was determined that the work/preparation was no longer necessary because the Oklahoma Supreme Court ruled the newly passed law was not constitutional, causing the work needed to be performed by OMES and OK interactive to cease.

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-18-02-01-14

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

Driver Education Program Summary

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

Program Activities

NATIONAL SAFETY COUNCIL EMPLOYERS SAFETY PROGRAM

DE-18-02-02-02

This employer traffic safety project leveraged the National Council's considerable base of knowledge, expertise and demonstrated results related to the important traffic safety issues contained in the project: impaired driving, occupant protection, distracted and drowsy driving, and aggressive driving. The Oklahoma Our Driving Concern Program (OKODC) continued to increase its footprint in year two of the program.

In FY2018 there were 22 OKODC Train the Trainers (TTT) workshops conducted that had 260 attendees representing 127 Oklahoma employers and potentially reaching over 108,756 employees. There were a total of 13 webinars that provided valuable transportation safety information for Oklahoma employers. Lisa Robinson, OKODC Senior Program Manager, made an additional 13 transportation safety presentations. There were 15 OKODC exhibits that provided transportation safety information to OK employers. YouTube videos were used as well as Facebook and adding LinkedIn and Instagram social media messaging. New resources were created, including a looping file, turnkey video, 5 new live with Lisa videos, a rental card checklist, 9 safety huddle sheets, a co-pilots rights card & poster, a drivers quiz and a road sign literacy quiz, 5 new posters, 49 Blog posts, 12 newsletters, & 12 Toilet Tabloids.

OKLAHOMA SAFETY COUNCIL "ALIVE AT 25"

DE-18-02-03-08

This grant with the Oklahoma Safety Council (OSC) provided funding for instructor training and teaching as well as promotion for the nationally recognized *Alive at 25* driver education course. *Alive at 25* is taught exclusively by trained policed officers and certified driving instructors in Oklahoma. It is a four hour course which focuses on the behaviors young drivers display behind the wheel. Through interactive tools, students learn about the devastating consequences of practicing risky driving behaviors. During FFY 2018, there were 29 *Alive at 25* courses held across Oklahoma through the grant with OHSO and 513 Oklahoma youth and young adults received the instruction.

Teen Safety Programs

Teenage drivers are over-represented in the number of crashes which occur every year, especially in those crashes involving distraction. As the number of school sponsored driver education classes decrease, there is an increasing burden on parents and society in general to find ways to help educate youth on the risks involved in operating motor vehicles and how to avoid them. Several of the programs listed have become partners with the newly formed Energize for Safety Coalition.

Program Activities

EDUCATIONAL ALTERNATIVES DISTRACTED DRIVING PREVENTION

TSP-18-02-01-04

The Oklahoma Challenge is an innovative, Oklahoma, teen-focused program, to reduce young driver distracted driving crashes and injuries. Educational Alternatives, a private non-profit 501(c)-3, in conjunction with a 12,000 plus members strong Oklahoma Family, Career and Community Leaders of America (FCCLA) organization and new partner SkillsUSA student group, are raising awareness about distracted driving and changing driving behavior, teen to teen, across Oklahoma. The conferences used evidence based peer-leadership strategies through use of trained dynamic and dedicated college students, FCCLA State Officers and SkillsUSA Officers to help the high school/ middle school students make their comprehensive plans of action. During FY2018 there were: 273 schools receiving presentations and 3 other types of presentations; with 4,579 students and advisors and 135 other attendees totaling 4,714 in attendance altogether.

The Children and Parent Resource Group, Inc (CPR) traveled to high schools providing a multi-sensory, educational safe teen driving program (Cinema Drive) to help students understand the consequences of speeding, drinking and driving, driving while texting, driving without a license, negative peer pressure, and driving without using seat belts. During the visit to the school, students complete a pre and post-survey expressing their personal views about road safety and safety hazards. CPR provides a 3- week program on-line after the visit to the school which includes students watching short video clips and inputting information into the system to influence the development and outcome of the video. The surveys and video participation provides information to CPR to measure the program’s impact and make necessary changes in order to better reach the project goals. The project received excellent reviews from students and administrators and all goals were met. The Cinema Driver program was presented to 10 schools over a 3-month period in February, April and September of 2018.

Media Program Summary

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

Program Activities

VI MARKETING

Mass media campaigns, when properly planned and conducted, are an essential and effective countermeasure when used as part of an overall deterrence and prevention countermeasure program. VI Marketing and Branding was selected as the media company for the OHSO for 2018. VI Marketing and Branding is tasked to develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues in Oklahoma, as well as assist with creative production, media buying and earned media tracking. Media messages are developed to reach targeted audiences and generate widespread message exposure. Public information and education campaigns occur in conjunction with law enforcement or public event activities to maximize the effect on the public, whether to change behavior or to increase awareness. Earned media is a large component of the media mix, and intense efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State’s media budget. Additionally, the OHSO supports the efforts of partner agencies and coalitions to cover increase media exposure to their events and to distribute collateral materials to supplement paid media messages.

SPORTS MARKETING

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



SOCIAL MEDIA

The OHSO Communications Manager is responsible for maintaining the OHSO Facebook, Twitter and YouTube accounts. These are updated periodically as needed to support the OHSO overall media plan promoting highway safety messages and information. Social media sites, including Facebook, Twitter and YouTube, were used throughout the year to promote our safety messages. Between all Facebook pages maintained by the OHSO, we saw an increase of 2,755 “likes” during FY18. This is a direct result of the efforts of the OHSO and VI Marketing and Branding to increase awareness and educate the public on the various highway safety topics.

OHSO WEBSITE

The OHSO maintains two websites which integrate seamlessly to promote traffic safety: the main OHSO website at <http://ohso.ok.gov/> provides a variety of traffic safety related information, including motorcycle information previously on a discontinued website named OkieMoto; the ENDUI website at <http://enduiook.com> is the States’ leading impaired driving website, providing up-to-date information on Oklahoma’s efforts to end DUI.

INTEGRATED MARKETING

The OHSO is beginning to utilize an integrated marketing strategy that includes coordinated traditional and modern communications strategies and tactics. Integrated Marketing is an approach to creating a unified and seamless experience for the target audience to interact with the brand/enterprise; it attempts to meld all aspects of marketing communication such as advertising, public relations, direct marketing, and social media, through their respective mix of tactics, methods, channels, media, and activities, so that all work together as a unified force. It is a process designed to ensure that all messaging and communications strategies are consistent across all channels and are centered on the intended target audience. Integrated marketing strategies are utilized during national mobilization periods to work alongside enforcement efforts.

MOBILIZATION MEDIA EFFORTS

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

NHTSA ran a media campaign from May 7–June 14. Our creative flight ran during the enforcement period, May 21–June 3. The creative assets were created by VI Marketing and Branding and included a host of new elements. The goal was to raise the observed seat belt use rate from 86.9% to 90.0% by informing the target audiences of the risks of not wearing a seat belt. This was done using a combination of traditional media (press events), social media (both earned and targeted), digital video (YouTube and other video service ads), out-of-home marketing on billboards around the state, and other tactics. This combined effort netted some impressive campaign results and ultimately lead to an increase in awareness of the risks of not wearing a seat belt.

Target Audiences: Primary: Males, 16-34 years old, drive pickup trucks, interested in rural areas, lower income, education of high school and some college.

Secondary: Parents, 35-50 years old

Total Impressions: 6,676,826 across all digital and out-of-home tactics. This does not include traditional media impressions which would likely push the total well over 10 million.

View Rate: All 77 counties in Oklahoma generated a view rate above the goal rate of 23%
This campaign performed on digital media by a combined 27% better across all income levels compared to 2017.

Earned Subscribers: In these campaigns, we saw an increase of 53 subscribers

Page Likes: During this campaign, our Facebook page saw an increase of 253 likes

Added Value: The added value for this campaign was \$53,684.60 for an FY18 total added value of \$230,408.53

The single largest campaign of the year was the Summer Impaired Driving Campaign. This campaign employed various traditional, social, and out-of-home tactics but include one new thing for Oklahoma. VI Marketing and Branding designed billboards that were placed at gas stations in key areas of interest across the state. These areas were selected due to their proximity to popular summer attractions, the number of KAB crashes in the area, and the VMT data for each area. These signs were placed on ice vending machines, gasoline pumps, and gasoline pump handles. As a result, the campaign netted 28,384,930 impressions.



OHSO and OHP participated in a "Secure Your Load" press conference in Oklahoma City on June 6. Commissioner Rusty Rhoades was one of the featured speakers. Other agencies taking part included Keep Oklahoma Beautiful, the Oklahoma Department of Transportation and the Oklahoma Turnpike Authority. The nationwide campaign reminds drivers to make sure whatever they're hauling is secure in/on their vehicle.



 [@OkHighwaySafety](https://twitter.com/OkHighwaySafety)

 www.facebook.com/OklahomaHighwaySafety

Equipment Purchased

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

Agency	Equipment Description	Funding Source	Quantity
ABATE Charitable Services	Canopy tent	State	1
Board of Tests	Stock Picker cart	Federal	2
Board of Tests	6' x 10' Cargo Craft enclosed trailer	Federal	1
Broken Arrow PD	Trafficlogix Speed Display trailer	Federal	1
Broken Arrow PD	Stalker Lidar radar	Federal	3
Canadian County SO	Stalker Radar	Federal	2
Dept. of Public Safety	Air Compressor	Federal	1
Dept. of Public Safety	Continental Cargo Trailer	State	1
Dept. of Public Safety	Bosch CDR Upgrade Kit	Federal	1
Dept. of Public Safety	Synercom communications cable	Federal	1
Dept. of Public Safety	Nikon Total Station	Federal	1
Durant PD	Stalker Radar	Federal	2
Edmond PD	Stalker Radar	Federal	4
Edmond PD	Acer Laptop computer	State	1
Edmond PD	Polaris Sports Timing System	State	1
Edmond PD	Public Safety Innovation Reaction Gate	State	1
Great Plains Technology	Honda Motorcycle	State	4
Grove PD	Stalker Radar	Federal	2
Hugo PD	Stalker Radar	Federal	3
Idabel PD	Decatur Radar	Federal	1
McCurtain County SO	Stalker Radar	Federal	1
Oklahoma County SO	Honda Inverter	Federal	1
Oklahoma County SO	Chevrolet Tahoe SUV	Federal	1
OK State Bureau of Investigation	Microsoft Laptop & Accessories	Federal	2
Pottawatomie County SO	Alcopro Mark V Passive Alcohol Sensor	Federal	1
Safe Kids Oklahoma, Inc.	i3 Imaging Van Wrap	Federal	2
Sand Springs PD	CMI PAS V Passive Alcohol Sensor	Federal	2
Seminole PD	Innocorp Fatal Vision Goggles set	Federal	1
St. Francis – Tulsa Safe Kids	Lenovo Laptop computer	Federal	1
Tulsa County SO	Alcopro Mark V Passive Alcohol Sensor	Federal	3
Yukon PD	Stalker Lidar radar	Federal	1

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Obligations and Expenditures

FY2018 FINANCIAL INFORMATION
Obligations and Expenditures by Project Area Group

Project Area Grouping	Approved Obligated	Total Expenditure
AL	1,706,963.72	1,585,311.68
405D Funds	3,260,989.34	2,508,513.96
Alcohol Related Projects	\$4,967,953.06	\$4,093,825.64
MC	36,780.55	31,409.15
405F Funds	133,187.50	109,038.74
Motorcycle Related Projects	\$169,968.05	\$140,447.89
OP	618,526.79	565,641.11
405B Funds	850,790.99	807,981.12
Occ. Protect Related Projects	\$1,469,317.78	\$1,373,622.23
PA	\$184,489.22	\$166,717.31
AI	60,500.00	55,276.85
PT	1,277,526.75	1,020,939.12
SE	335,031.16	325,554.61
Police Traffic Related Projects	\$1,673,057.91	\$1,401,770.58
TR	119,000.94	111,783.46
405C Funds	1,358,751.76	758,692.93
FARS	72,000.00	49,810.70
Traffic Records Related Projects	\$1,549,752.70	\$920,287.09
DE Related Projects	\$253,793.55	\$214,377.61
PM - Distracted Driving Related	\$117,409.65	\$117,409.65
Pedestrian/Bicycle Safety Related	\$63,260.00	\$54,685.59
RH Related Projects	\$18,400.00	\$8,029.91
TSP - Teen Safety Related Projects	125,805.28	125,805.28
TOTAL OF ALL FUNDS	\$10,593,207.20	\$8,616,978.78

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U.S. Department of Transportation National Highway Traffic Safety Administration
Federal Reimbursement Voucher
2018 - FINAL
For Approval

State: Oklahoma

Report Date: 12/28/2019

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2018-07-02-00	State Match	\$.00	\$.00	\$2,176.92	\$.00	\$.00	\$.00
	405b Low HVE Total		\$.00	\$.00	\$2,176.92	\$.00	\$.00	\$.00
405b Low Public Education								
	M2PE-2018-02-01-02	VI Marketing & Branding	\$8,707.68	\$.00	\$8,707.68	\$8,707.68	\$8,707.68	\$.00
	405b Low Public Education Total		\$8,707.68	\$.00	\$8,707.68	\$8,707.68	\$8,707.68	\$.00
	MAP 21 405b OP Low Total		\$8,707.68	\$.00	\$10,884.60	\$8,707.68	\$8,707.68	\$.00
MAP 21 405c Data Program								
	M3DA-2018-05-01-05	DPS - Enforcement Planner	\$94,294.59	\$.00	\$94,294.59	\$94,294.59	\$94,294.59	\$.00
	M3DA-2018-05-02-11	DPS - E Data Support	\$46,292.14	\$.00	\$46,292.14	\$46,292.14	\$46,292.14	\$.00
	M3DA-2018-06-02-12	OU - PARIS/CRS	\$76,446.34	\$.00	\$76,446.34	\$76,446.34	\$76,446.34	\$.00
	M3DA-2018-06-03-02	OU - Database Hosting	\$22,939.16	\$.00	\$22,939.16	\$22,939.16	\$22,939.16	\$.00
	M3DA-2018-06-05-01	DPS - IDEA Project	\$39,960.00	\$.00	\$39,960.00	\$39,960.00	\$39,960.00	\$.00
	M3DA-2018-06-06-02	VI Marketing & Branding	\$39,523.75	\$.00	\$39,523.75	\$39,523.75	\$39,523.75	\$.00
	M3DA-2018-07-02-00	State Match	\$.00	\$.00	\$79,864.00	\$.00	\$.00	\$.00
	405c Data Program Total		\$319,455.98	\$.00	\$399,319.98	\$319,455.98	\$319,455.98	\$.00
	MAP 21 405c Data Program Total		\$319,455.98	\$.00	\$399,319.98	\$319,455.98	\$319,455.98	\$.00
FAST Act NHTSA 402								
	PA-2018-07-01-00	Planning & Administration	\$166,717.31	\$.00	\$405,901.41	\$166,717.31	\$166,717.31	\$.00
	Planning and Administration Total		\$166,717.31	\$.00	\$405,901.41	\$166,717.31	\$166,717.31	\$.00
Alcohol								
	AL-2018-02-01-18	Norman DRE OK Dept of Mental Health Sub	\$37,889.69	\$32,000.00	\$37,889.69	\$37,889.69	\$37,889.69	\$.00
	AL-2018-02-02-05	Abuse Serv	\$112,972.19	\$.00	\$112,972.19	\$112,972.19	\$112,972.19	\$.00
	AL-2018-03-01-03	Del City PD	\$18,947.39	\$18,947.39	\$18,947.39	\$18,947.39	\$18,947.39	\$.00
	AL-2018-03-02-01	Hugo PD	\$6,749.27	\$6,749.27	\$6,749.27	\$6,749.27	\$6,749.27	\$.00
	AL-2018-03-03-15	Lawton PD	\$76,675.42	\$76,675.42	\$76,675.42	\$76,675.42	\$76,675.42	\$.00
	AL-2018-03-04-01	McIntosh County SO	\$15,209.17	\$15,209.17	\$15,209.17	\$15,209.17	\$15,209.17	\$.00
	AL-2018-03-05-15	Midwest City PD	\$44,073.79	\$44,073.79	\$44,073.79	\$44,073.79	\$44,073.79	\$.00
	AL-2018-03-06-14	Oklahoma City PD	\$92,682.60	\$92,682.60	\$92,682.60	\$92,682.60	\$92,682.60	\$.00

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	AL-2018-03-07-13	Owasso PD	\$44,889.83	\$44,889.83	\$44,889.83	\$44,889.83	\$44,889.83	\$0.00
	AL-2018-03-08-15	Sand Spring PD	\$54,469.37	\$54,469.37	\$54,469.37	\$54,469.37	\$54,469.37	\$0.00
	AL-2018-03-09-02	Seminole PD	\$12,999.85	\$12,999.85	\$12,999.85	\$12,999.85	\$12,999.85	\$0.00
	AL-2018-03-10-11	Tulsa County SO	\$104,767.97	\$104,767.97	\$104,767.97	\$104,767.97	\$104,767.97	\$0.00
	AL-2018-04-01-00	AL PI&E	\$690.00	\$0.00	\$690.00	\$690.00	\$690.00	\$0.00
	AL-2018-05-01-11	DPS - OHP - IDLs	\$771,899.25	\$0.00	\$771,899.25	\$771,899.25	\$771,899.25	\$0.00
	AL-2018-07-01-00	Program Area Management	\$190,395.59	\$0.00	\$190,395.59	\$190,395.59	\$190,395.59	\$0.00
	AL-2018-07-02-00	State Match	\$0.00	\$0.00	\$1,201.53	\$0.00	\$0.00	\$0.00
	Alcohol Total		\$1,585,311.38	\$503,464.66	\$1,586,512.91	\$1,585,311.38	\$1,585,311.38	\$0.00
Motorcycle Safety								
	MC-2018-02-02-18	Broken Arrow PD	\$271.79	\$0.00	\$271.79	\$271.79	\$271.79	\$0.00
	MC-2018-02-05-02	Western Tech Ctr	\$105.28	\$0.00	\$105.28	\$105.28	\$105.28	\$0.00
	MC-2018-07-01-00	Program Area Management	\$31,032.08	\$0.00	\$31,032.08	\$31,032.08	\$31,032.08	\$0.00
	MC-2018-07-02-00	State Match	\$0.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$0.00
	Motorcycle Safety Total		\$31,409.15	\$0.00	\$131,409.15	\$31,409.15	\$31,409.15	\$0.00
Occupant Protection								
	OP-2018-02-01-04	DCCCA	\$60,859.67	\$0.00	\$60,859.67	\$60,859.67	\$60,859.67	\$0.00
	OP-2018-02-02-04	DCCCA	\$7,864.54	\$0.00	\$7,864.54	\$7,864.54	\$7,864.54	\$0.00
	OP-2018-02-03-18	Tulsa Safe Kids	\$6,410.00	\$0.00	\$6,410.00	\$6,410.00	\$6,410.00	\$0.00
	OP-2018-03-01-05	Alva PD	\$17,758.60	\$17,758.60	\$17,758.60	\$17,758.60	\$17,758.60	\$0.00
	OP-2018-03-02-02	Anadarko PD	\$9,578.58	\$9,578.58	\$9,578.58	\$9,578.58	\$9,578.58	\$0.00
	OP-2018-03-03-07	Creek County SO	\$10,562.75	\$10,562.75	\$10,562.75	\$10,562.75	\$10,562.75	\$0.00
	OP-2018-03-04-05	Drumright PD	\$9,295.28	\$9,295.28	\$9,295.28	\$9,295.28	\$9,295.28	\$0.00
	OP-2018-03-05-14	Enid PD	\$79,976.07	\$79,976.07	\$79,976.07	\$79,976.07	\$79,976.07	\$0.00
	OP-2018-03-06-07	Lincoln County SO	\$27,535.86	\$27,535.86	\$27,535.86	\$27,535.86	\$27,535.86	\$0.00
	OP-2018-03-07-14	Oklahoma City PD	\$92,788.60	\$92,788.60	\$92,788.60	\$92,788.60	\$92,788.60	\$0.00
	OP-2018-03-08-17	Sapulpa PD	\$31,640.45	\$31,640.45	\$31,640.45	\$31,640.45	\$31,640.45	\$0.00
	OP-2018-03-09-02	Stillwater PD	\$33,380.86	\$33,380.86	\$33,380.86	\$33,380.86	\$33,380.86	\$0.00
		Seat Belt/Pickups/Child Passenger						
	OP-2018-06-01-00	Survey	\$70,837.95	\$0.00	\$70,837.95	\$70,837.95	\$70,837.95	\$0.00
	OP-2018-07-01-00	Program Area Management	\$107,151.90	\$0.00	\$107,151.90	\$107,151.90	\$107,151.90	\$0.00
	Occupant Protection Total		\$565,641.11	\$312,517.05	\$565,641.11	\$565,641.11	\$565,641.11	\$0.00
Pedestrian/Bicycle Safety								

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	PS-2018-02-01-04	Indian Nations Council of Govt	\$48,783.29	\$.00	\$48,783.29	\$48,783.29	\$48,783.29	\$.00
	PS-2018-02-02-20	Safe Kids OK	\$5,902.30	\$.00	\$5,902.30	\$5,902.30	\$5,902.30	\$.00
	Pedestrian/Bicycle Safety Total		\$54,685.59	\$.00	\$54,685.59	\$54,685.59	\$54,685.59	\$.00
	Police Traffic Services							
	PT-2018-03-01-01	Ada PD	\$9,844.59	\$9,844.59	\$9,844.59	\$9,844.59	\$9,844.59	\$.00
	PT-2018-03-02-03	Apache PD	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$.00
	PT-2018-03-03-15	Bethany PD	\$34,995.00	\$34,995.00	\$34,995.00	\$34,995.00	\$34,995.00	\$.00
	PT-2018-03-04-17	Bixby PD	\$58,994.63	\$58,994.63	\$58,994.63	\$58,994.63	\$58,994.63	\$.00
	PT-2018-03-05-01	Bryan County SO	\$23,832.74	\$23,832.74	\$23,832.74	\$23,832.74	\$23,832.74	\$.00
	PT-2018-03-06-09	Calera PD	\$29,571.82	\$29,571.82	\$29,571.82	\$29,571.82	\$29,571.82	\$.00
	PT-2018-03-07-02	Canadian County SO	\$19,931.69	\$19,931.69	\$19,931.69	\$19,931.69	\$19,931.69	\$.00
	PT-2018-03-08-15	Durant PD	\$42,431.77	\$42,431.77	\$42,431.77	\$42,431.77	\$42,431.77	\$.00
	PT-2018-03-09-09	Grove PD	\$19,085.79	\$19,085.79	\$19,085.79	\$19,085.79	\$19,085.79	\$.00
	PT-2018-03-10-02	Guthrie PD	\$13,260.66	\$13,260.66	\$13,260.66	\$13,260.66	\$13,260.66	\$.00
	PT-2018-03-11-05	Idabel PD	\$14,671.00	\$14,671.00	\$14,671.00	\$14,671.00	\$14,671.00	\$.00
	PT-2018-03-12-10	Madill PD	\$4,267.66	\$4,267.66	\$4,267.66	\$4,267.66	\$4,267.66	\$.00
	PT-2018-03-13-03	McCurtain County SO	\$10,480.27	\$10,480.27	\$10,480.27	\$10,480.27	\$10,480.27	\$.00
	PT-2018-03-14-03	McLoud PD	\$7,012.85	\$7,012.85	\$7,012.85	\$7,012.85	\$7,012.85	\$.00
	PT-2018-03-15-04	Mustang PD	\$17,134.02	\$17,134.02	\$17,134.02	\$17,134.02	\$17,134.02	\$.00
	PT-2018-03-16-10	Norman PD	\$68,785.71	\$68,785.71	\$68,785.71	\$68,785.71	\$68,785.71	\$.00
	PT-2018-03-17-11	Oklahoma County SO	\$201,346.76	\$201,346.76	\$201,346.76	\$201,346.76	\$201,346.76	\$.00
	PT-2018-03-18-02	Piedmont PD	\$18,676.43	\$18,676.43	\$18,676.43	\$18,676.43	\$18,676.43	\$.00
	PT-2018-03-19-11	Ponca City PD	\$23,359.23	\$23,359.23	\$23,359.23	\$23,359.23	\$23,359.23	\$.00
	PT-2018-03-20-08	Pottawatomie County SO	\$46,089.92	\$46,089.92	\$46,089.92	\$46,089.92	\$46,089.92	\$.00
	PT-2018-03-21-14	Purcell PD	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$.00
	PT-2018-03-22-02	Skiatook PD	\$14,990.15	\$14,990.15	\$14,990.15	\$14,990.15	\$14,990.15	\$.00
	PT-2018-03-23-08	Tecumseh PD	\$12,953.97	\$12,953.97	\$12,953.97	\$12,953.97	\$12,953.97	\$.00
	PT-2018-03-24-06	Tuttle PD	\$8,154.98	\$8,154.98	\$8,154.98	\$8,154.98	\$8,154.98	\$.00
	PT-2018-03-25-08	Warr Acres PD	\$12,253.90	\$12,253.90	\$12,253.90	\$12,253.90	\$12,253.90	\$.00
	PT-2018-06-01-14	OU Conference Pros	\$59,987.62	\$.00	\$59,987.62	\$59,987.62	\$59,987.62	\$.00
	PT-2018-06-02-00	Statewide Automated Traffic Enforcement	\$978.62	\$.00	\$978.62	\$978.62	\$978.62	\$.00
	PT-2018-07-01-00	Program Area Management	\$232,767.34	\$.00	\$232,767.34	\$232,767.34	\$232,767.34	\$.00
	PT-2018-07-02-00	State Match	\$.00	\$.00	\$753,702.79	\$.00	\$.00	\$.00

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Police Traffic Services Total			\$1,020,939.12	\$727,205.54	\$1,774,641.91	\$1,020,939.12	\$1,020,939.12	\$.00
Traffic Records								
	TR-2018-07-01-00	Program Area Management	\$111,783.46	\$.00	\$111,783.46	\$111,783.46	\$111,783.46	\$.00
	TR-2018-07-02-00	State Match	\$.00	\$.00	\$1,646.85	\$.00	\$.00	\$.00
Traffic Records Total			\$111,783.46	\$.00	\$113,430.31	\$111,783.46	\$111,783.46	\$.00
Accident Investigation								
	AI-2018-02-01-02	DPS - OHP - IPTM Training	\$30,384.14	\$.00	\$30,384.14	\$30,384.14	\$30,384.14	\$.00
	AI-2018-06-01-07	DPS - OHP- Crash Team	\$24,892.71	\$.00	\$24,892.71	\$24,892.71	\$24,892.71	\$.00
Accident Investigation Total			\$55,276.85	\$.00	\$55,276.85	\$55,276.85	\$55,276.85	\$.00
Driver Education								
	DE-2018-02-02-02	National Safety Council	\$204,070.33	\$.00	\$204,070.33	\$204,070.33	\$204,070.33	\$.00
	DE-2018-02-03-08	OK Safety Council	\$10,307.28	\$.00	\$10,307.28	\$10,307.28	\$10,307.28	\$.00
Driver Education Total			\$214,377.61	\$.00	\$214,377.61	\$214,377.61	\$214,377.61	\$.00
Railroad/Highway Crossings								
	RH-2018-02-01-14	Operation Lifesaver	\$8,029.91	\$.00	\$8,029.91	\$8,029.91	\$8,029.91	\$.00
Railroad/Highway Crossings Total			\$8,029.91	\$.00	\$8,029.91	\$8,029.91	\$8,029.91	\$.00
Speed Enforcement								
	SE-2018-03-01-18	Broken Arrow PD	\$71,140.85	\$71,140.85	\$71,140.85	\$71,140.85	\$71,140.85	\$.00
	SE-2018-03-02-20	Edmond PD	\$74,260.00	\$74,260.00	\$74,260.00	\$74,260.00	\$74,260.00	\$.00
	SE-2018-03-03-09	McAlester PD	\$40,650.00	\$40,650.00	\$40,650.00	\$40,650.00	\$40,650.00	\$.00
	SE-2018-03-04-02	Minco PD	\$1,613.30	\$1,613.30	\$1,613.30	\$1,613.30	\$1,613.30	\$.00
	SE-2018-03-05-12	Shawnee PD	\$31,765.78	\$31,765.78	\$31,765.78	\$31,765.78	\$31,765.78	\$.00
	SE-2018-03-06-16	Tahlequah PD	\$15,929.30	\$15,929.30	\$15,929.30	\$15,929.30	\$15,929.30	\$.00
	SE-2018-03-07-11	Tulsa PD	\$69,321.61	\$69,321.61	\$69,321.61	\$69,321.61	\$69,321.61	\$.00
	SE-2018-03-08-02	Yukon PD	\$20,873.77	\$20,873.77	\$20,873.77	\$20,873.77	\$20,873.77	\$.00
Speed Enforcement Total			\$325,554.61	\$325,554.61	\$325,554.61	\$325,554.61	\$325,554.61	\$.00
Paid Advertising								
	PM-2018-02-01-02	VI Marketing & Branding	\$112,409.65	\$.00	\$112,409.65	\$112,409.65	\$112,409.65	\$.00
	PM-2018-02-02-00	Sports Marketing	\$5,000.00	\$.00	\$5,000.00	\$5,000.00	\$5,000.00	\$.00
Paid Advertising Total			\$117,409.65	\$.00	\$117,409.65	\$117,409.65	\$117,409.65	\$.00
Teen Safety Program								
	TSP-2018-02-01-04	Educational Alternatives	\$85,805.28	\$.00	\$85,805.28	\$85,805.28	\$85,805.28	\$.00

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	TSP-2018-02-02-01	Children & Parent Resource Group	\$40,000.00	\$.00	\$40,000.00	\$40,000.00	\$40,000.00	\$.00
	Teen Safety Program Total		\$125,805.28	\$.00	\$125,805.28	\$125,805.28	\$125,805.28	\$.00
	FAST Act NHTSA 402 Total		\$4,382,941.03	\$1,868,741.86	\$5,478,676.30	\$4,382,941.03	\$4,382,941.03	\$.00
	FAST Act 405b OP Low							
	M2HVE-2018-03-01-12	DPS - OHP	\$250,634.98	\$.00	\$250,634.98	\$250,634.98	\$250,634.98	\$.00
	M2HVE-2018-07-02-00	State Match	\$.00	\$.00	\$199,818.36	\$.00	\$.00	\$.00
	405b Low HVE Total		\$250,634.98	\$.00	\$450,453.34	\$250,634.98	\$250,634.98	\$.00
	405b Low Training							
	M2TR-2018-02-01-20	Safe Kids OK	\$30,622.83	\$.00	\$30,622.83	\$30,622.83	\$30,622.83	\$.00
	M2TR-2018-02-02-18	Tulsa Safe Kids	\$16,057.11	\$.00	\$16,057.11	\$16,057.11	\$16,057.11	\$.00
	405b Low Training Total		\$46,679.94	\$.00	\$46,679.94	\$46,679.94	\$46,679.94	\$.00
	405b Low Public Education							
	M2PE-2018-02-01-02	VI Marketing & Branding	\$278,992.32	\$.00	\$278,992.32	\$278,992.32	\$278,992.32	\$.00
	405b Low Public Education Total		\$278,992.32	\$.00	\$278,992.32	\$278,992.32	\$278,992.32	\$.00
	405b Low Community CPS Services							
	M2CPS-2018-02-01-20	Safe Kids OK	\$98,850.05	\$.00	\$98,850.05	\$98,850.05	\$98,850.05	\$.00
	M2CPS-2018-02-02-18	Tulsa Safe Kids	\$97,917.60	\$.00	\$97,917.60	\$97,917.60	\$97,917.60	\$.00
	405b Low Community CPS Services Total		\$196,767.65	\$.00	\$196,767.65	\$196,767.65	\$196,767.65	\$.00
	405b Low CSS Purchase/Distribution							
	M2CSS-2018-02-01-20	Safe Kids OK	\$13,098.55	\$.00	\$13,098.55	\$13,098.55	\$13,098.55	\$.00
	M2CSS-2018-02-02-18	Tulsa Safe Kids	\$13,100.00	\$.00	\$13,100.00	\$13,100.00	\$13,100.00	\$.00
	405b Low CSS Purchase/Distribution Total		\$26,198.55	\$.00	\$26,198.55	\$26,198.55	\$26,198.55	\$.00
	FAST Act 405b OP Low Total		\$799,273.44	\$.00	\$999,091.80	\$799,273.44	\$799,273.44	\$.00
	FAST Act 405c Data Program							
	M3DA-2018-05-02-11	DPS - E Data Support	\$17,127.84	\$.00	\$17,127.84	\$17,127.84	\$17,127.84	\$.00
	M3DA-2018-06-01-15	OU, Brd of Regents - Safe T	\$85,606.24	\$.00	\$85,606.24	\$85,606.24	\$85,606.24	\$.00
	M3DA-2018-06-02-12	OU - PARIS/CRS	\$123,443.18	\$.00	\$123,443.18	\$123,443.18	\$123,443.18	\$.00
	M3DA-2018-06-03-02	OU Impaired Driver Database Hosting & Su	\$11,200.69	\$.00	\$11,200.69	\$11,200.69	\$11,200.69	\$.00

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	M3DA-2018-06-04-01	Impaired Driving Database	\$104,168.00	\$.00	\$104,168.00	\$104,168.00	\$104,168.00	\$.00
	M3DA-2018-06-05-01	DPS - IDEA Project	\$97,691.00	\$.00	\$97,691.00	\$97,691.00	\$97,691.00	\$.00
	M3DA-2018-07-02-00	State Match	\$.00	\$.00	\$109,809.24	\$.00	\$.00	\$.00
	405c Data Program Total		\$439,236.95	\$.00	\$549,046.19	\$439,236.95	\$439,236.95	\$.00
	FAST Act 405c Data Program Total		\$439,236.95	\$.00	\$549,046.19	\$439,236.95	\$439,236.95	\$.00
	FAST Act 405d Impaired Driving Mid							
	M5HVE-2018-03-01-12	DPS - OHP	\$547,266.29	\$.00	\$547,266.29	\$547,266.29	\$547,266.29	\$.00
	M5HVE-2018-07-02-00	State Match	\$.00	\$.00	\$627,128.49	\$.00	\$.00	\$.00
	405d Mid HVE Total		\$547,266.29	\$.00	\$1,174,394.78	\$547,266.29	\$547,266.29	\$.00
	405d Mid ID Coordinator							
	M5IDC-2018-05-01-11	Impaired Driving Coordinator	\$34,736.62	\$.00	\$34,736.62	\$34,736.62	\$34,736.62	\$.00
	405d Mid ID Coordinator Total		\$34,736.62	\$.00	\$34,736.62	\$34,736.62	\$34,736.62	\$.00
	405d Mid Court Support							
	M5CS-2018-02-01-07	East Central University	\$60,723.71	\$.00	\$60,723.71	\$60,723.71	\$60,723.71	\$.00
	M5CS-2018-02-03-00	Washita County Drug Court	\$2,552.20	\$.00	\$2,552.20	\$2,552.20	\$2,552.20	\$.00
	405d Mid Court Support Total		\$63,275.91	\$.00	\$63,275.91	\$63,275.91	\$63,275.91	\$.00
	405d Mid BAC Testing/Reporting							
	M5BAC-2018-02-02-01	OK Bar Association	\$8,599.42	\$.00	\$8,599.42	\$8,599.42	\$8,599.42	\$.00
	M5BAC-2018-05-01-10	OSBI	\$171,620.71	\$.00	\$171,620.71	\$171,620.71	\$171,620.71	\$.00
	M5BAC-2018-06-02-00	DPS - OHP	\$15,949.80	\$.00	\$15,949.80	\$15,949.80	\$15,949.80	\$.00
	405d Mid BAC Testing/Reporting Total		\$196,169.93	\$.00	\$196,169.93	\$196,169.93	\$196,169.93	\$.00
	405d Mid Paid/Earned Media							
	M5PEM-2018-02-01-02	VI Marketing & Branding	\$895,500.00	\$.00	\$895,500.00	\$895,500.00	\$895,500.00	\$.00
	M5PEM-2018-02-03-00	Sports Marketing	\$448,703.10	\$.00	\$448,703.10	\$448,703.10	\$448,703.10	\$.00
	405d Mid Paid/Earned Media Total		\$1,344,203.10	\$.00	\$1,344,203.10	\$1,344,203.10	\$1,344,203.10	\$.00
	405d Mid Training							
	M5TR-2018-02-01-15	District Atty's Council	\$147,553.94	\$.00	\$147,553.94	\$147,553.94	\$147,553.94	\$.00
	M5TR-2018-05-01-05	Board of Test	\$71,828.60	\$.00	\$71,828.60	\$71,828.60	\$71,828.60	\$.00
	405d Mid Training Total		\$219,382.54	\$.00	\$219,382.54	\$219,382.54	\$219,382.54	\$.00
	405d Mid Other Based on Problem							

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ID								
	M5OT-2018-03-01-02	OK Dept of Mental Health SAS Task Force	\$37,175.30	\$.00	\$37,175.30	\$37,175.30	\$37,175.30	\$.00
	M5OT-2018-05-01-05	OK Dept of Mental Health Sub Abuse Serv	\$66,304.27	\$.00	\$66,304.27	\$66,304.27	\$66,304.27	\$.00
	405d Mid Other Based on Problem ID Total		\$103,479.57	\$.00	\$103,479.57	\$103,479.57	\$103,479.57	\$.00
	FAST Act 405d Impaired Driving Mid Total		\$2,508,513.96	\$.00	\$3,135,642.45	\$2,508,513.96	\$2,508,513.96	\$.00
	FAST Act 405f Motorcycle Programs							
	M9MT-2018-07-02-00	State Match	\$.00	\$.00	\$27,259.69	\$.00	\$.00	\$.00
	405f Motorcyclist Training Total		\$.00	\$.00	\$27,259.69	\$.00	\$.00	\$.00
	405f Motorcyclist Awareness							
	M9MA-2018-02-01-02	VI Marketing & Branding	\$109,038.74	\$.00	\$109,038.74	\$109,038.74	\$109,038.74	\$.00
	405f Motorcyclist Awareness Total		\$109,038.74	\$.00	\$109,038.74	\$109,038.74	\$109,038.74	\$.00
	FAST Act 405f Motorcycle Programs Total		\$109,038.74	\$.00	\$136,298.43	\$109,038.74	\$109,038.74	\$.00
	NHTSA Total		\$8,567,167.78	\$1,868,741.86	\$10,708,959.75	\$8,567,167.78	\$8,567,167.78	\$.00
	Total		\$8,567,167.78	\$1,868,741.86	\$10,708,959.75	\$8,567,167.78	\$8,567,167.78	\$.00

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NHTSA								
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2018-07-02-00		\$2,176.92 100%	\$.00		\$.00 0%		
	405b Low HVE Total		\$2,176.92 100%	\$.00		\$.00 0%		
405b Low Public Education								
	M2PE-2018-02-01-02		\$.00 0%	\$8,707.68		\$.00 0%		
	405b Low Public Education Total		\$.00 0%	\$8,707.68		\$.00 0%		
	MAP 21 405b OP Low Total		\$2,176.92 20%	\$.00	\$8,707.68	\$.00 0%		
MAP 21 405c Data Program								
	M3DA-2018-07-02-00		\$79,864.00 100%	\$.00		\$.00 0%		
	M3DA-2018-06-06-02		\$.00 0%	\$39,523.75		\$.00 0%		
	M3DA-2018-06-05-01		\$.00 0%	\$39,960.00		\$.00 0%		
	M3DA-2018-06-03-02		\$.00 0%	\$22,939.16		\$.00 0%		
	M3DA-2018-05-02-11		\$.00 0%	\$46,292.14		\$.00 0%		
	M3DA-2018-05-01-05		\$.00 0%	\$94,294.59		\$.00 0%		

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	M3DA-2018-06-02-12		\$.00 0%	\$76,446.34		\$.00 0%		
	405c Data Program Total		\$79,864.00 20%	\$319,455.98		\$.00 0%		
	MAP 21 405c Data Program Total		\$79,864.00 20%	\$.00	\$319,455.98	\$.00 0%		
FAST Act NHTSA 402								
	PA-2018-07-01-00		\$239,184.10 59%	\$166,717.31		\$.00 0%		
	Planning and Administration Total		\$239,184.10 59%	\$166,717.31		\$.00 0%		
Alcohol								
	AL-2018-03-05-15		\$.00 0%	\$44,073.79		\$44,073.79 100%		
	AL-2018-03-06-14		\$.00 0%	\$92,682.60		\$92,682.60 100%		
	AL-2018-03-07-13		\$.00 0%	\$44,889.83		\$44,889.83 100%		
	AL-2018-03-08-15		\$.00 0%	\$54,469.37		\$54,469.37 100%		
	AL-2018-03-09-02		\$.00 0%	\$12,999.85		\$12,999.85 100%		
	AL-2018-03-02-01		\$.00 0%	\$6,749.27		\$6,749.27 100%		
	AL-2018-04-01-00		\$.00 0%	\$690.00		\$.00 0%		
	AL-2018-05-01-11		\$.00 0%	\$771,899.25		\$.00 0%		

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	AL-2018-07-01-00		\$0.00 0%	\$190,395.59		\$0.00 0%		
	AL-2018-07-02-00		\$1,201.53 100%	\$0.00		\$0.00 0%		
	AL-2018-02-01-18		\$0.00 0%	\$37,889.69		\$32,000.00 84%		
	AL-2018-02-02-05		\$0.00 0%	\$112,972.19		\$0.00 0%		
	AL-2018-03-04-01		\$0.00 0%	\$15,209.17		\$15,209.17 100%		
	AL-2018-03-03-15		\$0.00 0%	\$76,675.42		\$76,675.42 100%		
	AL-2018-03-10-11		\$0.00 0%	\$104,767.97		\$104,767.97 100%		
	AL-2018-03-01-03		\$0.00 0%	\$18,947.39		\$18,947.39 100%		
	Alcohol Total		\$1,201.53 0%	\$1,585,311.38		\$503,464.66 32%		
Motorcycle Safety								
	MC-2018-07-01-00		\$0.00 0%	\$31,032.08		\$0.00 0%		
	MC-2018-02-05-02		\$0.00 0%	\$105.28		\$0.00 0%		
	MC-2018-02-02-18		\$0.00 0%	\$271.79		\$0.00 0%		
	MC-2018-07-02-00		\$100,000.00 100%	\$0.00		\$0.00 0%		
	Motorcycle Safety Total		\$100,000.00 76%	\$31,409.15		\$0.00 0%		

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Occupant Protection								
		\$.00	0%	\$60,859.67		\$.00	0%	
	OP-2018-02-01-04	\$.00	0%	\$60,859.67		\$.00	0%	
		\$.00	0%	\$17,758.60		\$17,758.60	100%	
	OP-2018-03-01-05	\$.00	0%	\$17,758.60		\$17,758.60	100%	
		\$.00	0%	\$9,578.58		\$9,578.58	100%	
	OP-2018-03-02-02	\$.00	0%	\$9,578.58		\$9,578.58	100%	
		\$.00	0%	\$10,562.75		\$10,562.75	100%	
	OP-2018-03-03-07	\$.00	0%	\$10,562.75		\$10,562.75	100%	
		\$.00	0%	\$9,295.28		\$9,295.28	100%	
	OP-2018-03-04-05	\$.00	0%	\$9,295.28		\$9,295.28	100%	
		\$.00	0%	\$79,976.07		\$79,976.07	100%	
	OP-2018-03-05-14	\$.00	0%	\$79,976.07		\$79,976.07	100%	
		\$.00	0%	\$27,535.86		\$27,535.86	100%	
	OP-2018-03-06-07	\$.00	0%	\$27,535.86		\$27,535.86	100%	
		\$.00	0%	\$92,788.60		\$92,788.60	100%	
	OP-2018-03-07-14	\$.00	0%	\$92,788.60		\$92,788.60	100%	
		\$.00	0%	\$31,640.45		\$31,640.45	100%	
	OP-2018-03-08-17	\$.00	0%	\$31,640.45		\$31,640.45	100%	
		\$.00	0%	\$33,380.86		\$33,380.86	100%	
	OP-2018-03-09-02	\$.00	0%	\$33,380.86		\$33,380.86	100%	
		\$.00	0%	\$70,837.95		\$.00	0%	
	OP-2018-06-01-00	\$.00	0%	\$70,837.95		\$.00	0%	
		\$.00	0%	\$107,151.90		\$.00	0%	
	OP-2018-07-01-00	\$.00	0%	\$107,151.90		\$.00	0%	
		\$.00	0%	\$7,864.54		\$.00	0%	
	OP-2018-02-02-04	\$.00	0%	\$7,864.54		\$.00	0%	
		\$.00	0%	\$6,410.00		\$.00	0%	
	OP-2018-02-03-18	\$.00	0%	\$6,410.00		\$.00	0%	

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				\$0.00		\$312,517.05		
	Occupant Protection Total		0%	\$565,641.11		55%		
	Pedestrian/Bicycle Safety							
	PS-2018-02-01-04		0%	\$48,783.29		\$0.00	0%	
	PS-2018-02-02-20		0%	\$5,902.30		\$0.00	0%	
	Pedestrian/Bicycle Safety Total		0%	\$54,685.59		\$0.00	0%	
	Police Traffic Services							
	PT-2018-03-20-08		0%	\$46,089.92		\$46,089.92	100%	
	PT-2018-03-21-14		0%	\$15,000.00		\$15,000.00	100%	
	PT-2018-03-22-02		0%	\$14,990.15		\$14,990.15	100%	
	PT-2018-03-23-08		0%	\$12,953.97		\$12,953.97	100%	
	PT-2018-03-24-06		0%	\$8,154.98		\$8,154.98	100%	
	PT-2018-03-25-08		0%	\$12,253.90		\$12,253.90	100%	
	PT-2018-06-01-14		0%	\$59,987.62		\$0.00	0%	
	PT-2018-06-02-00		0%	\$978.62		\$0.00	0%	
	PT-2018-07-01-00		0%	\$232,767.34		\$0.00	0%	

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			\$753,702.79			\$.00		
	PT-2018-07-02-00		100%	\$.00		0%		
			\$.00			\$9,844.59		
	PT-2018-03-01-01		0%	\$9,844.59		100%		
			\$.00			\$80.00		
	PT-2018-03-02-03		0%	\$80.00		100%		
			\$.00			\$34,995.00		
	PT-2018-03-03-15		0%	\$34,995.00		100%		
			\$.00			\$58,994.63		
	PT-2018-03-04-17		0%	\$58,994.63		100%		
			\$.00			\$23,832.74		
	PT-2018-03-05-01		0%	\$23,832.74		100%		
			\$.00			\$29,571.82		
	PT-2018-03-06-09		0%	\$29,571.82		100%		
			\$.00			\$19,931.69		
	PT-2018-03-07-02		0%	\$19,931.69		100%		
			\$.00			\$42,431.77		
	PT-2018-03-08-15		0%	\$42,431.77		100%		
			\$.00			\$19,085.79		
	PT-2018-03-09-09		0%	\$19,085.79		100%		
			\$.00			\$13,260.66		
	PT-2018-03-10-02		0%	\$13,260.66		100%		
			\$.00			\$14,671.00		
	PT-2018-03-11-05		0%	\$14,671.00		100%		
			\$.00			\$4,267.66		
	PT-2018-03-12-10		0%	\$4,267.66		100%		
			\$.00			\$10,480.27		
	PT-2018-03-13-03		0%	\$10,480.27		100%		

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	PT-2018-03-14-03		\$0.00 0%	\$7,012.85		\$7,012.85 100%		
	PT-2018-03-15-04		\$0.00 0%	\$17,134.02		\$17,134.02 100%		
	PT-2018-03-16-10		\$0.00 0%	\$68,785.71		\$68,785.71 100%		
	PT-2018-03-17-11		\$0.00 0%	\$201,346.76		\$201,346.76 100%		
	PT-2018-03-18-02		\$0.00 0%	\$18,676.43		\$18,676.43 100%		
	PT-2018-03-19-11		\$0.00 0%	\$23,359.23		\$23,359.23 100%		
	Police Traffic Services Total		\$753,702.79 42%	\$1,020,939.12		\$727,205.54 71%		
	Traffic Records							
	TR-2018-07-01-00		\$0.00 0%	\$111,783.46		\$0.00 0%		
	TR-2018-07-02-00		\$1,646.85 100%	\$0.00		\$0.00 0%		
	Traffic Records Total		\$1,646.85 1%	\$111,783.46		\$0.00 0%		
	Accident Investigation							
	AI-2018-02-01-02		\$0.00 0%	\$30,384.14		\$0.00 0%		
	AI-2018-06-01-07		\$0.00 0%	\$24,892.71		\$0.00 0%		
	Accident Investigation Total		\$0.00 0%	\$55,276.85		\$0.00 0%		
	Driver Education							

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				\$0.00		\$0.00		
	DE-2018-02-02-02		0%	\$204,070.33		0%		
				\$0.00		\$0.00		
	DE-2018-02-03-08		0%	\$10,307.28		0%		
				\$0.00		\$0.00		
	Driver Education Total		0%	\$214,377.61		0%		
Railroad/Highway Crossings								
				\$0.00		\$0.00		
	RH-2018-02-01-14		0%	\$8,029.91		0%		
				\$0.00		\$0.00		
	Railroad/Highway Crossings Total		0%	\$8,029.91		0%		
Speed Enforcement								
				\$0.00		\$40,650.00		
	SE-2018-03-03-09		0%	\$40,650.00		100%		
				\$0.00		\$20,873.77		
	SE-2018-03-08-02		0%	\$20,873.77		100%		
				\$0.00		\$69,321.61		
	SE-2018-03-07-11		0%	\$69,321.61		100%		
				\$0.00		\$15,929.30		
	SE-2018-03-06-16		0%	\$15,929.30		100%		
				\$0.00		\$71,140.85		
	SE-2018-03-01-18		0%	\$71,140.85		100%		
				\$0.00		\$74,260.00		
	SE-2018-03-02-20		0%	\$74,260.00		100%		
				\$0.00		\$1,613.30		
	SE-2018-03-04-02		0%	\$1,613.30		100%		
				\$0.00		\$31,765.78		
	SE-2018-03-05-12		0%	\$31,765.78		100%		

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				\$0.00		\$325,554.61		
	Speed Enforcement Total		0%	\$325,554.61		100%		
	Paid Advertising							
	PM-2018-02-02-00		0%	\$5,000.00		\$0.00	0%	
	PM-2018-02-01-02		0%	\$112,409.65		\$0.00	0%	
	Paid Advertising Total		0%	\$117,409.65		\$0.00	0%	
	Teen Safety Program							
	TSP-2018-02-01-04		0%	\$85,805.28		\$0.00	0%	
	TSP-2018-02-02-01		0%	\$40,000.00		\$0.00	0%	
	Teen Safety Program Total		0%	\$125,805.28		\$0.00	0%	
	FAST Act NHTSA 402 Total	\$4,105,137.86	\$1,095,735.27			\$1,868,741.86		
	FAST Act 405b OP Low		20%	\$3,570,591.28	\$812,349.75	43%		
	M2HVE-2018-03-01-12		0%	\$250,634.98		\$0.00	0%	
	M2HVE-2018-07-02-00	\$199,818.36	100%	\$0.00		\$0.00	0%	
	405b Low HVE Total		44%	\$250,634.98		\$0.00	0%	
	405b Low Training							
	M2TR-2018-02-02-18		0%	\$16,057.11		\$0.00	0%	

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	M2TR-2018-02-01-20		\$.00 0%	\$30,622.83		\$.00 0%		
	405b Low Training Total		\$.00 0%	\$46,679.94		\$.00 0%		
405b Low Public Education								
	M2PE-2018-02-01-02		\$.00 0%	\$278,992.32		\$.00 0%		
	405b Low Public Education Total		\$.00 0%	\$278,992.32		\$.00 0%		
405b Low Community CPS Services								
	M2CPS-2018-02-01-20		\$.00 0%	\$98,850.05		\$.00 0%		
	M2CPS-2018-02-02-18		\$.00 0%	\$97,917.60		\$.00 0%		
	405b Low Community CPS Services Total		\$.00 0%	\$196,767.65		\$.00 0%		
405b Low CSS Purchase/Distribution								
	M2CSS-2018-02-02-18		\$.00 0%	\$13,100.00		\$.00 0%		
	M2CSS-2018-02-01-20		\$.00 0%	\$13,098.55		\$.00 0%		
	405b Low CSS Purchase/Distribution Total		\$.00 0%	\$26,198.55		\$.00 0%		
			\$199,818.36			\$.00		
FAST Act 405b OP Low Total		\$567,618.30	20%	\$524,808.43	\$274,465.01	0%		
FAST Act 405c Data Program								
	M3DA-2018-06-01-05		\$.00 0%	\$.00		\$.00 0%		

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	M3DA-2018-06-01-15		\$0.00 0%	\$85,606.24		\$0.00 0%		
	M3DA-2018-06-02-12		\$0.00 0%	\$123,443.18		\$0.00 0%		
	M3DA-2018-06-03-02		\$0.00 0%	\$11,200.69		\$0.00 0%		
	M3DA-2018-05-02-11		\$0.00 0%	\$17,127.84		\$0.00 0%		
	M3DA-2018-06-05-01		\$0.00 0%	\$97,691.00		\$0.00 0%		
	M3DA-2018-07-02-00		\$109,809.24 100%	\$0.00		\$0.00 0%		
	M3DA-2018-06-04-01		\$0.00 0%	\$104,168.00		\$0.00 0%		
	405c Data Program Total		\$109,809.24 20%	\$439,236.95		\$0.00 0%		
	FAST Act 405c Data Program Total	\$628,217.52	20%	\$0.00	\$439,236.95	\$0.00 0%		
	FAST Act 405d Impaired Driving Mid							
	M5HVE-2018-07-02-00		\$627,128.49 100%	\$0.00		\$0.00 0%		
	M5HVE-2018-03-01-12		\$0.00 0%	\$547,266.29		\$0.00 0%		
	405d Mid HVE Total		\$627,128.49 53%	\$547,266.29		\$0.00 0%		
	405d Mid ID Coordinator							
	M5IDC-2018-05-01-11		\$0.00 0%	\$34,736.62		\$0.00 0%		

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			\$.00			\$.00		
	405d Mid ID Coordinator Total		0%	\$34,736.62		0%		
	405d Mid Court Support							
	M5CS-2018-02-01-07		\$.00 0%	\$60,723.71		\$.00 0%		
	M5CS-2018-02-03-00		\$.00 0%	\$2,552.20		\$.00 0%		
	405d Mid Court Support Total		0%	\$63,275.91		0%		
	405d Mid BAC Testing/Reporting							
	M5BAC-2018-06-02-00		\$.00 0%	\$15,949.80		\$.00 0%		
	M5BAC-2018-02-02-01		\$.00 0%	\$8,599.42		\$.00 0%		
	M5BAC-2018-05-01-10		\$.00 0%	\$171,620.71		\$.00 0%		
	405d Mid BAC Testing/Reporting Total		0%	\$196,169.93		0%		
	405d Mid Paid/Earned Media							
	M5PEM-2018-02-03-00		\$.00 0%	\$448,703.10		\$.00 0%		
	M5PEM-2018-02-01-02		\$.00 0%	\$895,500.00		\$.00 0%		
	405d Mid Paid/Earned Media Total		0%	\$1,344,203.10		0%		
	405d Mid Training							
	M5TR-2018-02-01-15		\$.00 0%	\$147,553.94		\$.00 0%		

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	M5TR-2018-05-01-05		\$.00 0%	\$71,828.60		\$.00 0%		
	405d Mid Training Total		\$.00 0%	\$219,382.54		\$.00 0%		
405d Mid Other Based on Problem ID								
	M5OT-2018-05-01-05		\$.00 0%	\$66,304.27		\$.00 0%		
	M5OT-2018-03-01-02		\$.00 0%	\$37,175.30		\$.00 0%		
405d Mid Other Based on Problem ID Total			\$.00 0%	\$103,479.57		\$.00 0%		
FAST Act 405d Impaired Driving Mid Total		\$2,248,987.12	\$627,128.49 20%	\$1,391,675.69	\$1,116,838.27	\$.00 0%		
FAST Act 405f Motorcycle Programs								
	M9MT-2018-07-02-00		\$27,259.69 100%	\$.00		\$.00 0%		
405f Motorcyclist Training Total			\$27,259.69 100%	\$.00		\$.00 0%		
405f Motorcyclist Awareness								
	M9MA-2018-02-01-02		\$.00 0%	\$109,038.74		\$.00 0%		
405f Motorcyclist Awareness Total			\$.00 0%	\$109,038.74		\$.00 0%		
FAST Act 405f Motorcycle Programs Total		\$69,867.92	\$27,259.69 20%	\$43,742.34	\$65,296.40	\$.00 0%		
			\$2,141,791.97			\$1,868,741.86		
NHTSA Total			20%	\$5,530,817.74	\$3,036,350.04	22%		
Total		\$7,619,828.72	\$2,141,791.97 20%	\$5,530,817.74	\$3,036,350.04	\$1,868,741.86 22%		

Attachment -- Attitude & Awareness Survey 2018

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Oklahoma Highway Safety Office

NHTSA Performance Measures Survey

May, 2018

Background and Methodology

In order to comply with the National Highway Traffic Safety Administration (NHTSA), the Oklahoma Highway Safety Office (OHSO) commissions an annual performance measure survey to be conducted during the late spring/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 and the current year, 2018, the survey was conducted in early May, and in 2014 and 2017 the survey was conducted in later May. In 2015 it was conducted in late May and early June.

In past years, surveys were conducted using an online methodology. This year an online methodology was conducted as well, from May 4 - 7, 2018, which was a Friday through a Monday. Each year, a target of five hundred respondents are randomly selected from across Oklahoma and asked to complete a short online survey about driving behavior and awareness (margin of error = $\pm 4.38\%$). In 2018, 503 people responded. Table 1 summarizes data collection methods since the inception of the performance measures survey.

Table 1: Methodology by Year

Year	Dates Data Collected	Number of Respondents*	Methodology
2010	July 12-27	500	Online
2011	July 18-21	517	Online
2012	July 2-9	505	Online
2013	May 7-12	502	Online
2014	May 20-25	501	Online
2015	May 26 - June 3	500	Online
2016	June 8 - 13	500	Online
2017	May 12 - 19	500	Online
2018	May 4 - 7	503	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, valid Oklahoma driver's license. The results were collected, compiled, tabulated and analyzed by Kimberling Consulting, Inc. What follows are the results of the survey for the 2018 wave, with comparison to the data collected annually in waves conducted 2010 - 2017 (where appropriate).

Changes from past survey(s):

For the current 2018 survey, no changes were made to the 2017 survey. This year's survey contained the same questions in the same order, with the same response options, as last year.

2018 Demographics

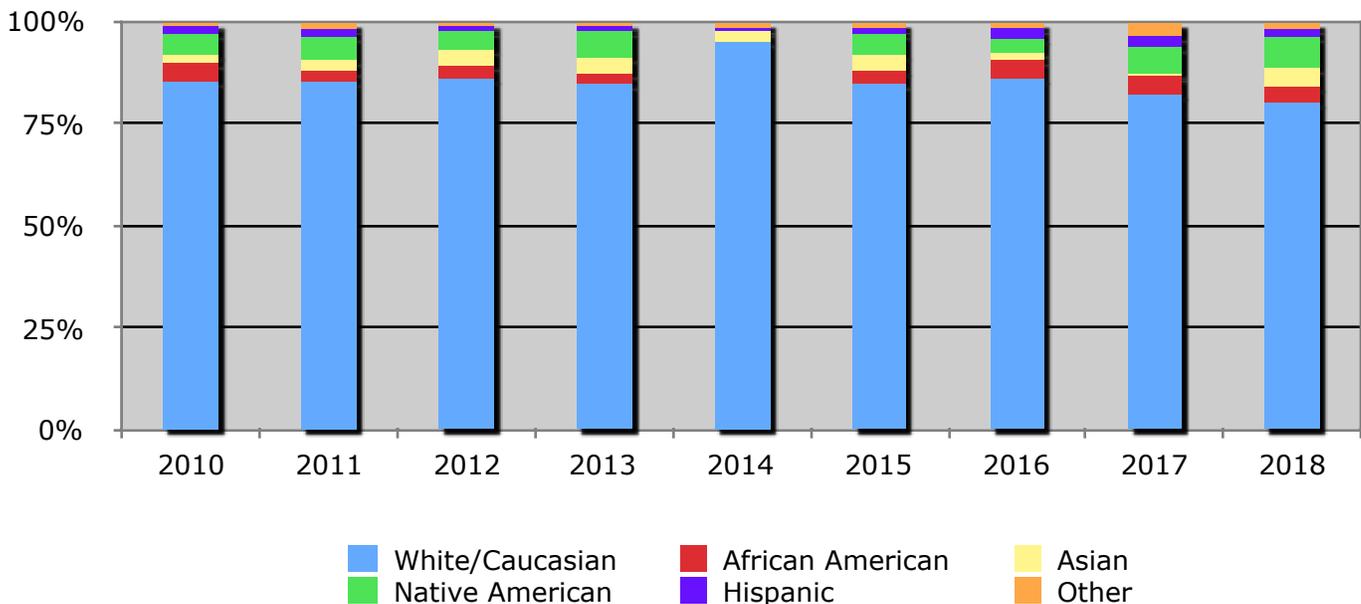
Respondents to the randomly sampled population of Oklahoma drivers accurately reflect the overall demographic profile of the state. The gender and racial breakdown of respondents in 2018 is within the margin of error of the gender and race profiles of the state of Oklahoma. This year, 52% of respondents were male and 48% were female. Racial distributions are also as expected for the state, as seen in Table 2 and Figure 1.

Table 2: Racial Distribution of Respondents by Year

	2010	2011	2012	2013	2014	2015	2016	2017	2018
White/Caucasian	85.6%	85.1%	87.0%	85.1%	87.2%	84.6%	86.0%	82%	80.1%
African American	4.4%	3.1%	3.0%	2.2%	3.0%	3.6%	4.8%	4.6%	4.2%
Asian	1.6%	2.1%	4.0%	3.8%	2.6%	3.4%	1.6%	1.0%	4.6%
Native American	5.6%	6.0%	5.0%	6.6%	5.4%	5.6%	3.6%	6.2%	7.4%
Hispanic	1.8%	1.7%	1.0%	1.4%	0.4%	1.2%	2.6%	2.6%	2.2%
Other	1.0%	1.9%	1.0%	1.0%	1.4%	1.6%	1.4%	3.6%	1.6%

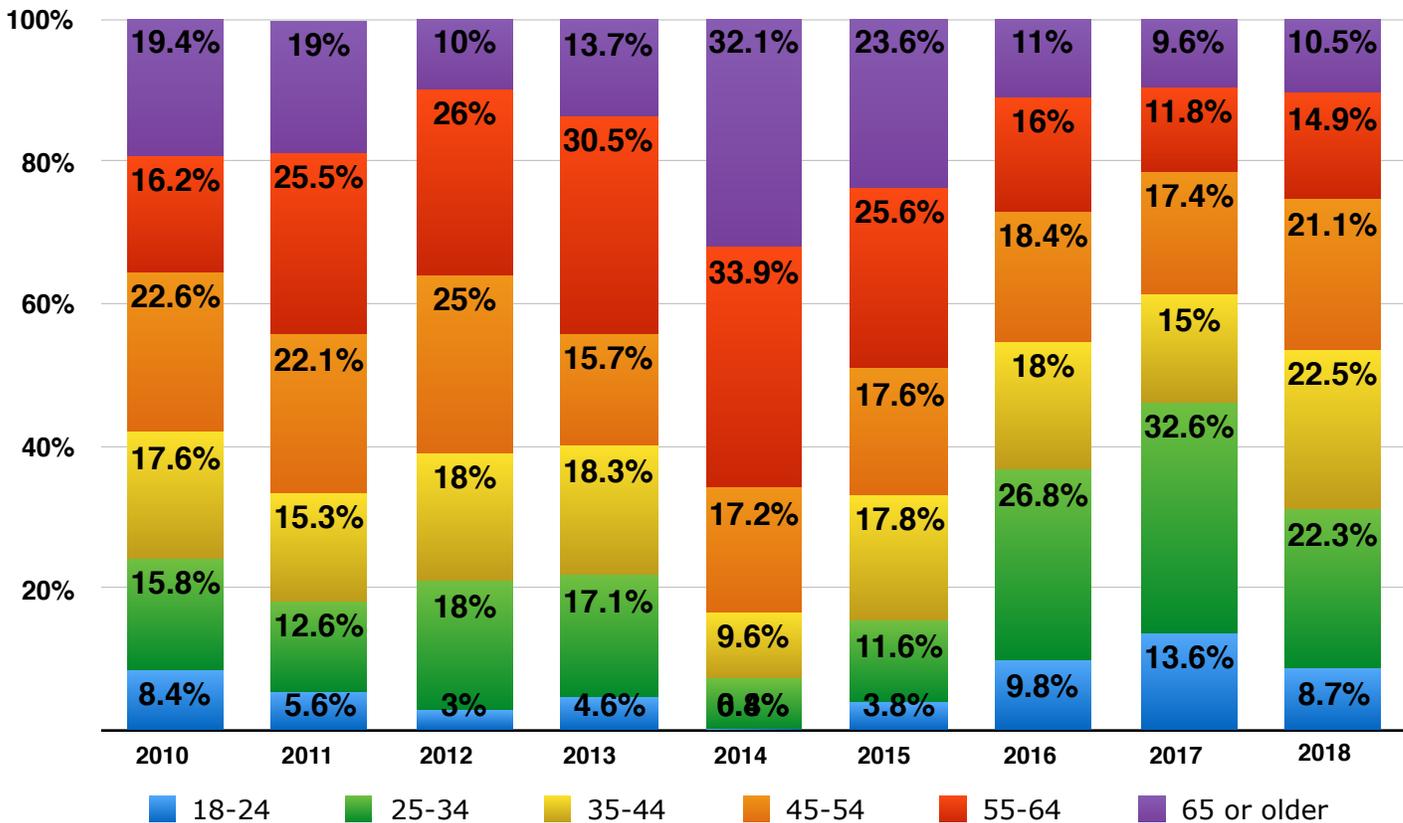
According to the United States Census Bureau, 2015 estimates of the racial breakdown of the state of Oklahoma are as follows: 74.8% White/Caucasian alone, 7.8% Black or African American alone, 2.2% Asian alone, 9.1% Native American (including Alaska native), and 10.1% Hispanic. (Hispanic ethnicity is asked separately on this survey, and is assessed differently with the US Census, accounting for the discrepancy in racial/ethnic comparisons for this survey.)

Figure 1: Race Distribution by Year



The 2018 data do not represent any significant departures from past year statistics regarding demographics; including race, gender, and age reported. Self-reported racial identification has fluctuated somewhat over time; for example, in 2018 almost 5% of respondents self-identified as being Asian, up from 1% in 2017, but these minor fluctuations over time are not statistically significant, nor are they reflected in any radical departures in the breadth of the data collection overall.

Figure 2: Age Distribution by Year



The 2018 age distribution has changed once again (Figure 2), but has not had any statistically significant impact on the overall results of the study (in terms of deviations from last year or most years past). There was a 10 point reduction in those aged 25-34 (green portion of bars) from last year (down to 22.3% from 32.6%), but is reflective of data distribution from 2 years ago. There are more respondents in the 35-44 age category (up about 7 points - please refer to yellow sections) than last year, and fewer than last year in the youngest (18-24 years) age category (down to 8.7% from 13.6% - refer to blue portions). The overall responses have not changed significantly from year to year regardless of the overall fluctuations in the age distributions of the samples. The average age distribution of respondents over time for this project is within the margin of error of the Census predictions.

Among respondents, slightly less than half (48.3%) report driving a 2- or 4-door car most of the time, up two points from last year (see Table 3). Those who report driving a van or minivan also dropped a point from last year, down to 6.6%. About a fourth of respondents (26.2%) are SUV drivers, which is holding steady from last year. Pickup truck drivers in Oklahoma are also holding steady in the middle teen range, but are up three points from last year (18.1%).

Table 3: Type of Vehicle Driven by Year

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Car (2-door or 4-door)	55.2%	51.5%	50.0%	52.4%	50.7%	45.6%	49.2%	51.4%	48.3%
Van or minivan	8.2%	9.1%	6.0%	5.6%	6.2%	5.0%	5.2%	7.6%	6.6%
Sport-utility vehicle (SUV)	21.5%	21.3%	31.0%	27.7%	29.9%	31.6%	30.2%	24.6%	26.2%
Pickup truck	14.3%	16.1%	13.0%	13.5%	12.8%	17.2%	14.6%	15.6%	18.1%
Don't know/ other	0.8%	2.2%	0.0%	0.8%	0.4%	0.6%	0.8%	0.8%	0.8%

Seat Belt Use and Attitudes

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

Reported seat belt use in 2018 remains very high. As shown in Table 4, in 2018, again more than nine in ten Oklahomans (93.4%) report wearing a seatbelt "always" when driving or riding in a motor vehicle, with 5% reporting "sometimes" usage. Less than two percent report wearing a seatbelt either rarely or never.

Table 4: How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?

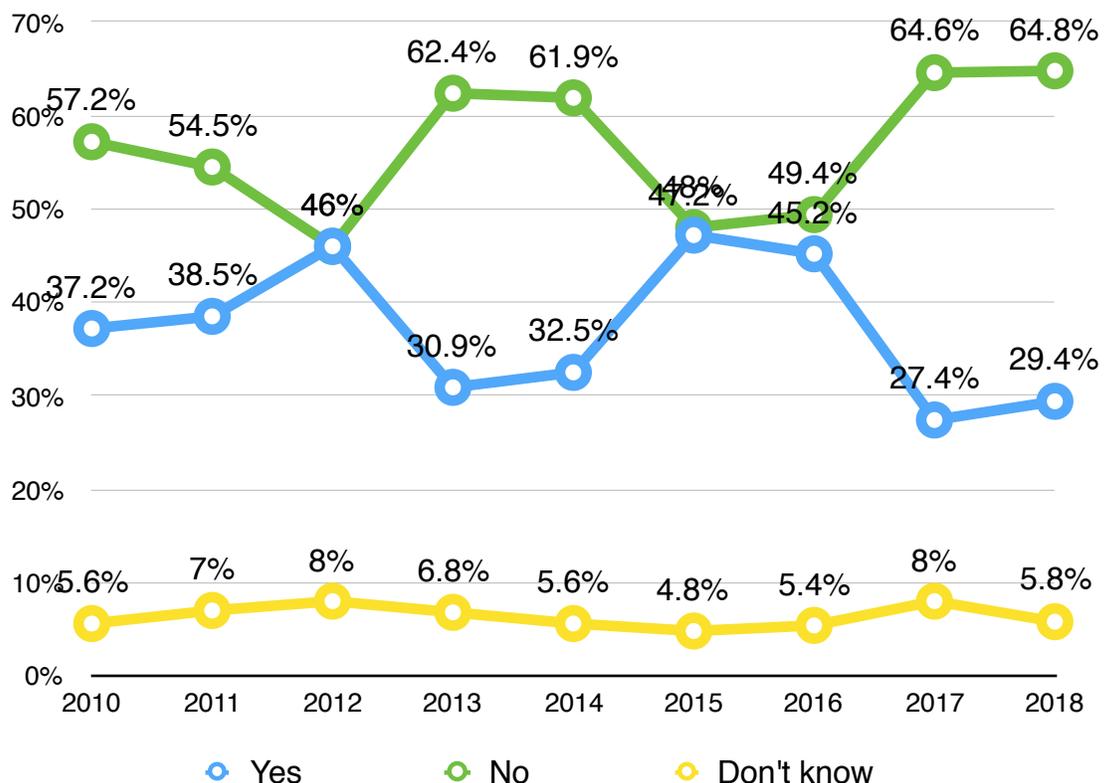
	2010	2011	2012	2013	2014	2015	2016	2017	2018
Always	91.0%	93.4%	93.0%	95.8%	95.0%	94.8%	91.6%	92.6%	93.4%
Sometimes	7.2%	4.6%	4.0%	3.4%	4.6%	4.2%	6.6%	6.2%	5%
Rarely	1.0%	0.8%	2.0%	0.8%	0.4%	0.6%	1.0%	0.6%	1%
Never	0.6%	1.0%	1.0%	0.0%	0.0%	0.4%	0.8%	0.6%	0.6%
Don't know	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%

There are no significant differences in seat belt use across the various age or gender breakdowns, nor are there significant changes in the perceptions of receiving a ticket for not wearing a seatbelt. Table 5 shows 2018 data for reported seatbelt use, comparing the data from 2018 to data from 2017 (percentages from 2017 are represented in parentheses). While the youngest age group of 18-24 has reported a 4 point drop in always wearing seatbelt, and has increased four points in the "sometimes" category, these changes are not significant. Awareness of efforts on behalf of law enforcement to increase seatbelt use is essentially the same as in 2017, as shown in Figure 3.

**Table 5: How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?
2018 data compared to 2017 data (2017 in parentheses)**

	Male	Female	18-24	25-34	35-54	55 and older
Always	92% (94.2%)	95% (91.2%)	88.6% (92.6%)	93.8% (90.2%)	94.5% (94.4%)	93% (93.5%)
Sometimes	5.7% (4.2%)	4.1% (8.1%)	11.4% (7.4%)	4.5% (8%)	4.1% (4.3%)	4.7% (5.6%)
Rarely/Never						

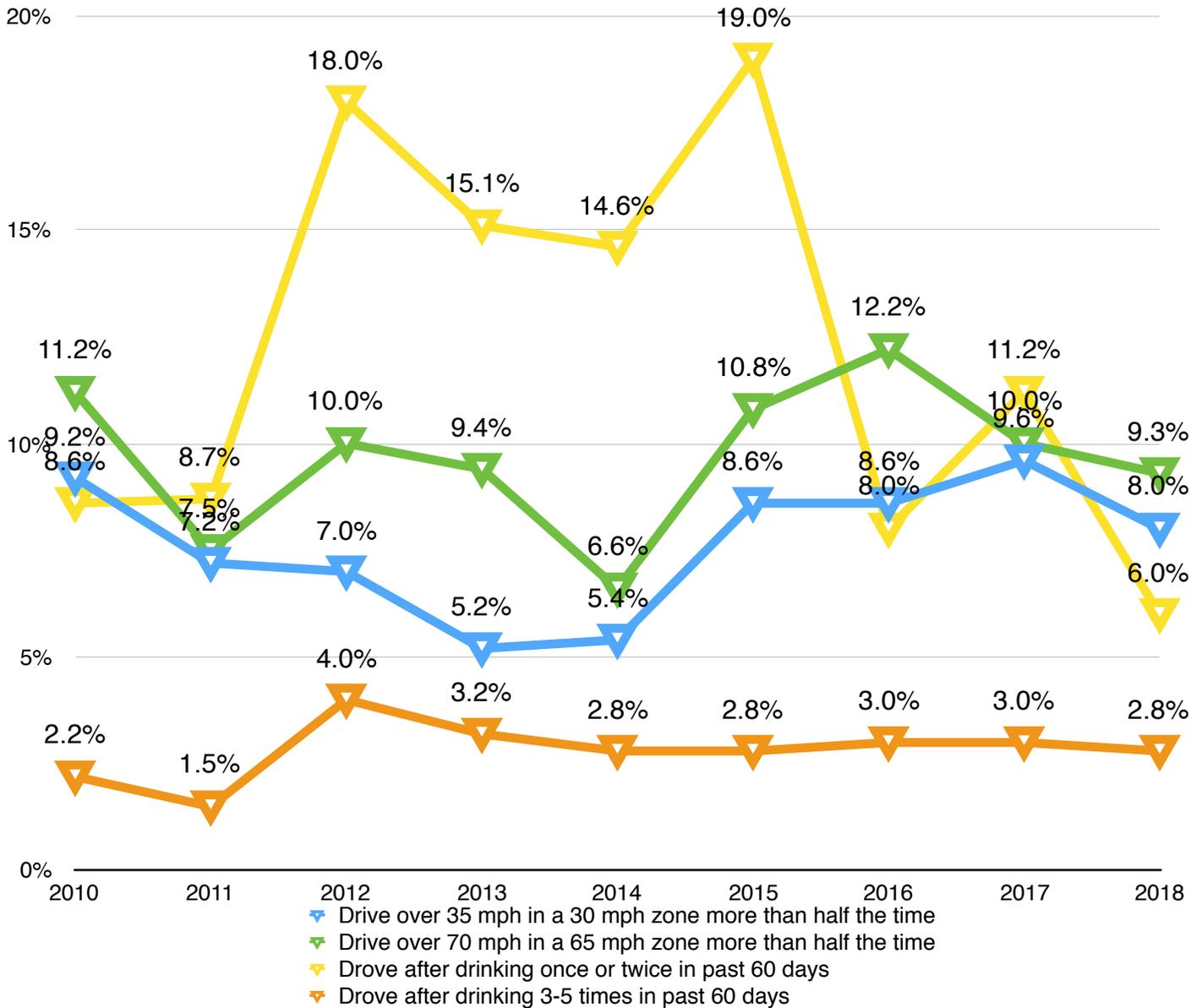
Figure 3: Awareness of Law Enforcement Efforts to Increase Seatbelt Use



Risky Behavior

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

Figure 4: Risky Driving Behavior Over Time



Those reporting having driven after a drink or two decreased five percentage points, from 11.2% down to 6% - which, while encouraging, is well within the margin of error (see yellow line in Figure 4). In 2018 the survey was conducted and completed well before the Memorial Day weekend, and prior to any high school or college graduation ceremonies, which, in past waves, may have affected drinking and driving behavior. Those reporting driving after drinking 3-5 times in the past sixty days has remained steady for the past 5 years, varying between 2.8% and 4.0%, with this current year being no different.

In 2015, a new question was added to the survey to assess use of cellular devices while driving, and has been repeated each year since (Table 6 and Figures 5a and 5b). This question asks about use of cellular devices in various ways while operating a motor vehicle. A full list of the activities is

Table 6: In the past 30 days, have you done any of the following while driving? Check all that apply

	2015	2016	2017	2018
Talked on a hands-free phone	38.4%	35.0%	39.4%	38.2%
Talked on a hand-held phone	46.0%	44.0%	39.6%	35.2%
Sent, read or responded to a text message or email	24.0%	24.6%	25.4%	24.7%
Checked or updated social media (Facebook, Instagram, SnapChat, Twitter, etc.) on a cellular device	5.6%	9.4%	12.0%	8.7%
Used a cellular device to take a photo or video	6.4%	9.4%	10.8%	8.9%
Video chat or FaceTime on a cellular device	0.8%	2.8%	4.0%	3.8%
None of the above	31.0%	34.8%	31.8%	38.4%

listed in Table 6, along with the percentage of respondents reporting that behavior. Graphical representation is presented in Figures 5a and 5b, which also shows that there are neither significant changes nor patterns throughout the four years this question has been asked - some categories have increased and some have decreased, but nothing has changed of import. (Respondents are permitted to select more than one choice, so percentages will not sum to 100%.)

Figure 5a: Used Cell Phone While Driving - TALK OR TEXT - in Past 30 Days by Year

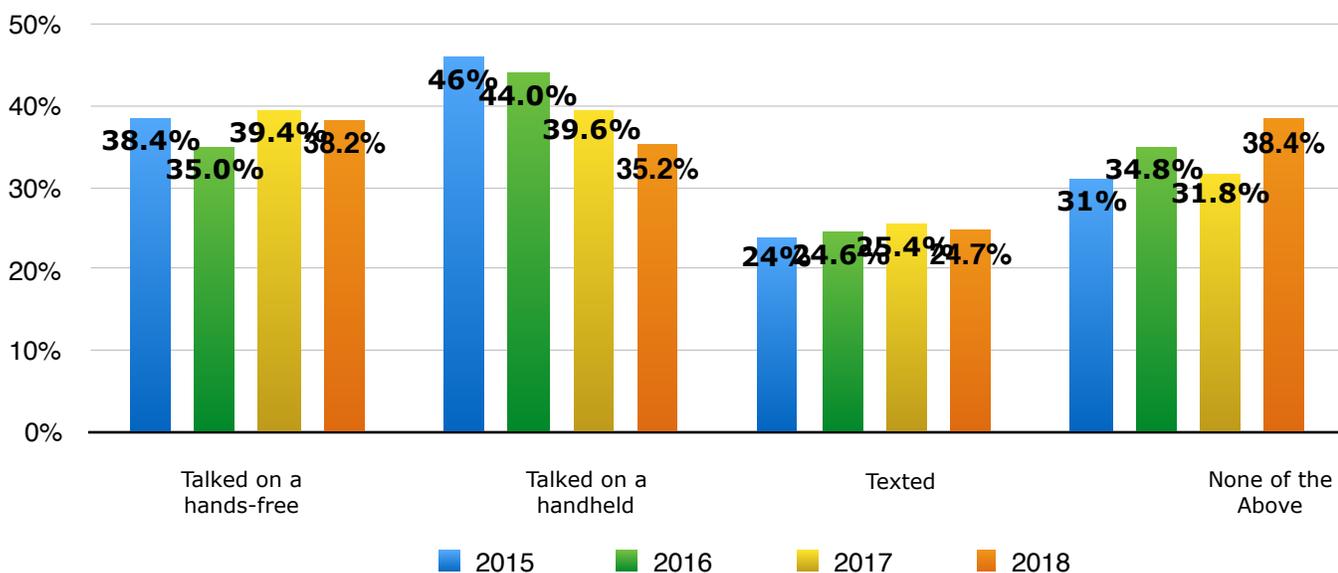
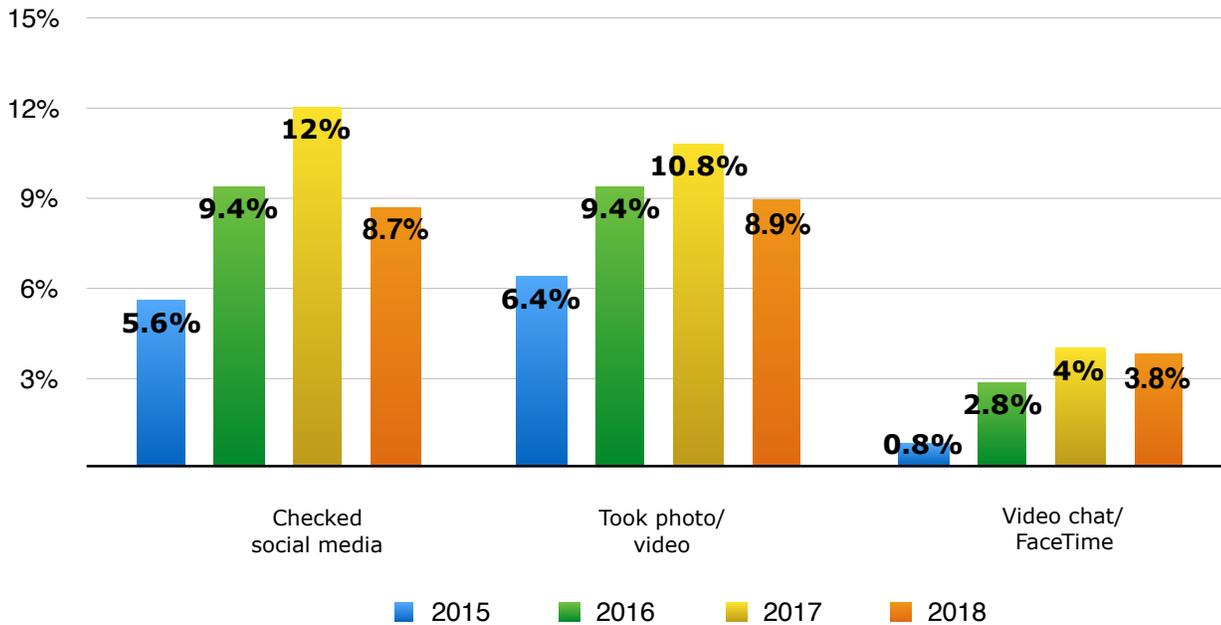


Figure 5b: Used Cell Phone While Driving - PHOTO/VIDEO OR SOCIAL MEDIA - in Past 30 Days by Year



While over 38% report (Table 6) having *never* used a cellular device while driving in the past month (talked, texted, or used photographic applications), one in four (24.7%) are reporting having used a cellular device’s writing function while driving (text or email). One number that is down from last year is those who report having checked social media while driving: 8.7% down from 12%. Nearly 13% have used some kind of photography application while driving (either to chat via “FaceTime” or to take a photo or video).

Figure 6: Aware of No Texting While Driving Law by Year

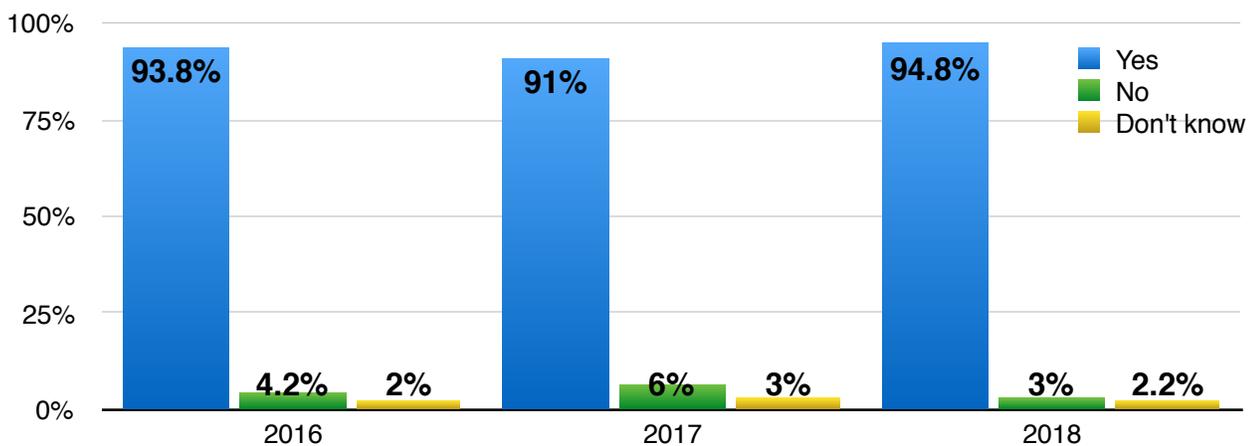
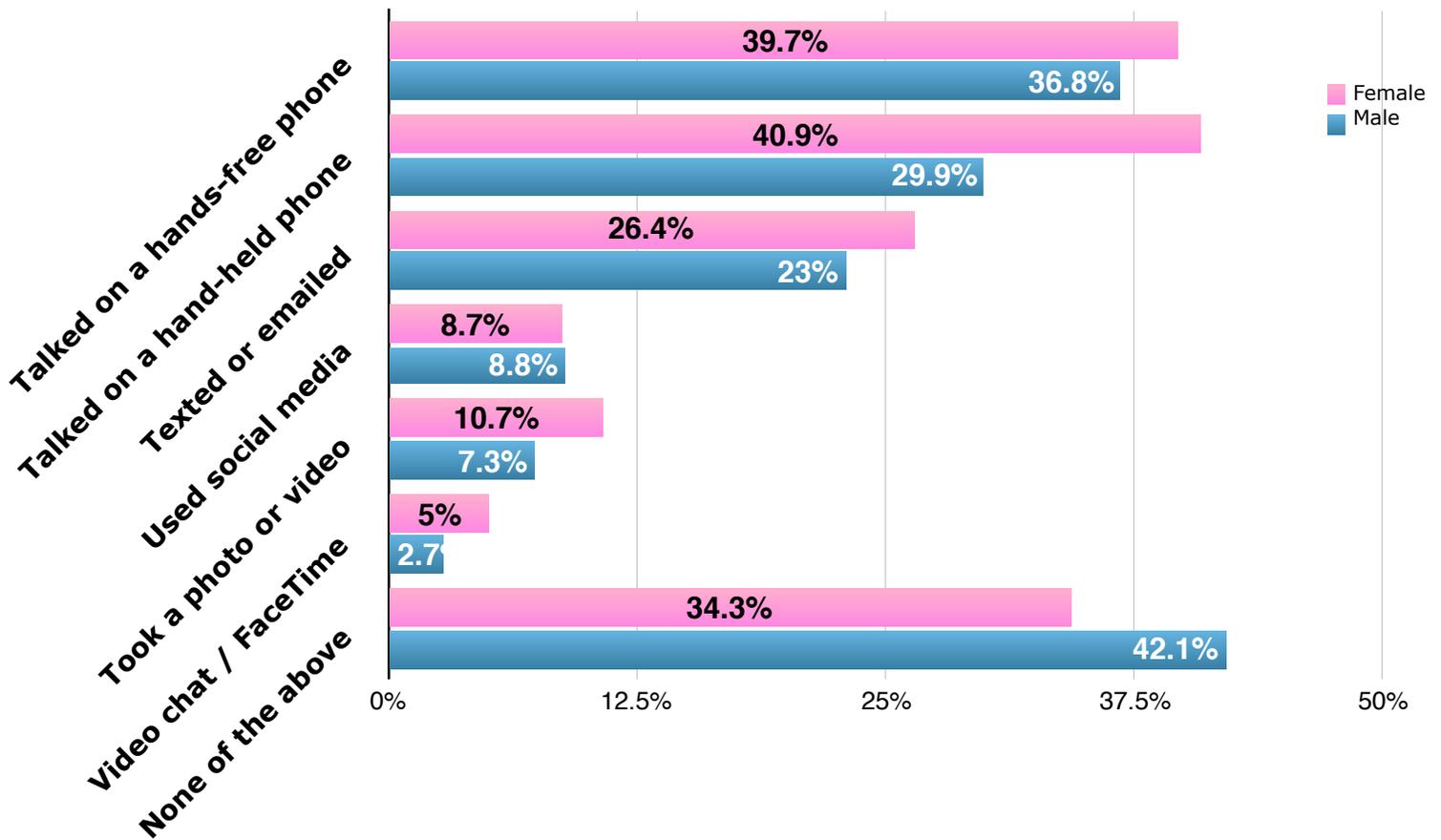


Figure 6 shows how awareness of the “new” no texting while driving law has changed over the past three years. It appears that awareness of the law is up from last year, and is at the highest since the inception of this question on the survey, at 94.8%.

According to Figure 7, there are no statistically significant differences between the sexes in terms of cell phone use while driving - any and all discrepancies are well within the margin of error. This pattern has remained the same over time. What *is* interesting is that the percentage of males who report having never used a cell phone while driving increased twelve percentage points from 2017 - the "none of the above" responses have jumped to 42.1% from 30.8%. The women have held steady in this category.

Figure 7: Cell Phone Use While Driving by Sex 2018



It has long been suspected that younger age groups are more likely to use cellular devices inappropriately while driving. Table 7 presents cell phone use by age category, and also by those who report always wearing a seatbelt. Current year data are reported along with comparisons from 2017, with those percentages reported in parentheses. Table 7 shows in which distracted cell phone activities each age group has participated while driving, as well as any distracted driving behavior someone who reports always wearing their seatbelt engages in.

It is not terribly unexpected that the older age group (55 years of age and older) is, once again, the *least* likely group across the board to have used a cell phone in any capacity while driving in the past month. Only about one in ten (9.4%) of this age category report texting or emailing while driving, whereas among 18-24 year olds this percentage is quite a bit higher (34.1%). However, the younger aged drivers have experienced decreases in cell phone use while driving in all behavior categories. For this age group, texting while driving is down 8 points over the past year (down to 34.1% from 42.6%), and the use of social media reportage is down nearly ten points (currently 13.6, down from 22.1%). Perhaps most encouraging is that 18-24 year olds have cut using photography features on their phone in half compared to last year: down to 13.6% from 26.5%.

Also, this younger age group has jumped over ten points in reporting “none of the above” in terms of cell phone use while driving (up to 36.4% from 25% in 2017). All of these data are encouraging in terms of less distracted driving for younger Oklahomans. For more data on distracted driving behavior, please refer to the cross tabulations included as part of this reporting package.

**Table 7: CELL USE WHILE DRIVING IN THE PAST 30 DAYS
by Age Group and Seatbelt Use
Percentages 2018**

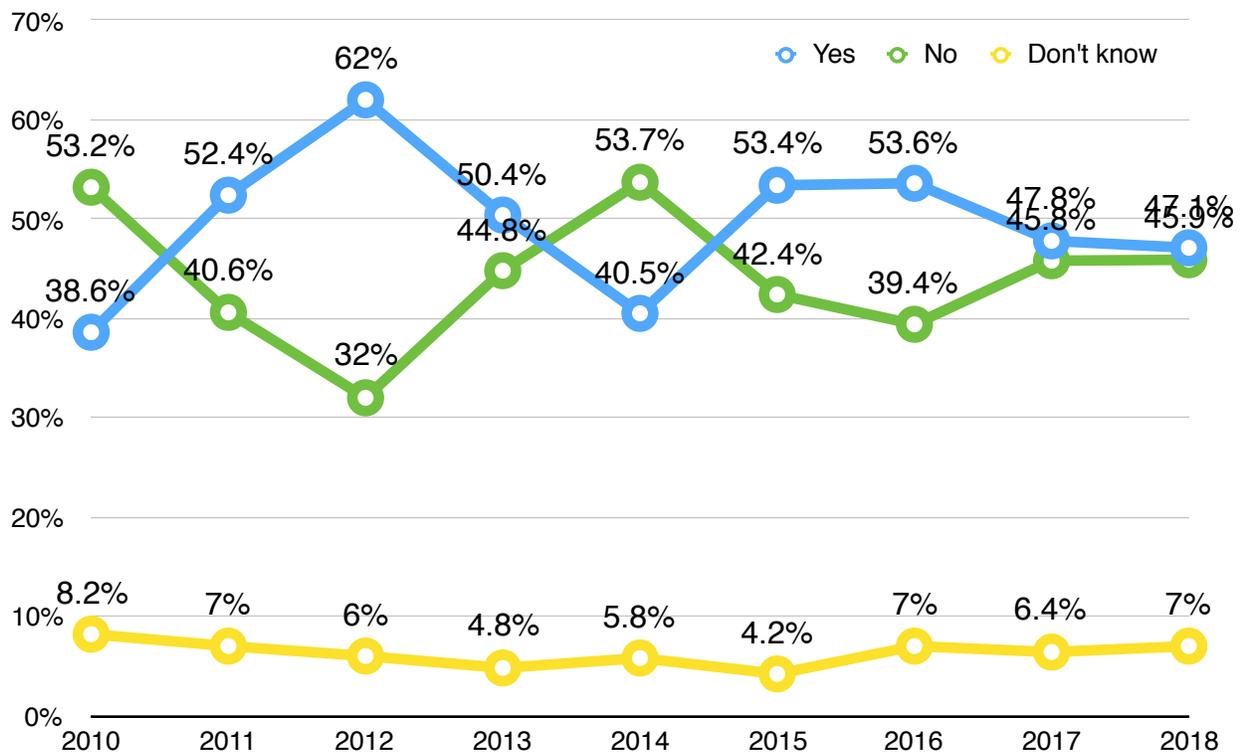
	18-24	25-34	35-54	55+	Always Seatbelt
Talked on a hands-free phone	31.8 (41.2)	43.8 (42.3)	42.9 (39.5)	27.3 (33.6)	38.3 (39.3)
Talked on a hand-held phone	40.9 (52.9)	47.3 (40.5)	34.7 (38.9)	23.4 (30.8)	34.3 (37.4)
Texted or emailed	34.1 (42.6)	38.4 (34.4)	24.7 (19.1)	9.4 (10.3)	23.6 (24.5)
Used social media	13.6 (22.1)	16.1 (16.6)	7.8 (8.6)	2.3 (3.7)	7.4 (11.7)
Took photo or video	13.6 (26.5)	13.4 (12.9)	9.1 (7.4)	3.1 (2.8)	8.3 (10.4)
Video chat/FaceTime	9.1 (11.8)	7.1 (4.9)	3.2 (2.5)	0 (0)	3.2 (3)
None of the above	36.4 (25)	30.4 (26.4)	36.5 (33.3)	49.2 (42.1)	39.1 (32.6)

Awareness of Distracted Driving Law/Influenced Driving Reduction Efforts

The current survey wave includes the fourth year that data has been collected on a question aimed at assessing general knowledge of Oklahoma’s anti-texting while driving law. There are no significant changes from last year with respect to this question - the overwhelming majority of all respondents (in the 90% range) report being aware of the law in place (Figure 6). In fact, only fifteen total respondents (out of 503) responded they were *not* aware of the current law, and an additional eleven said they did not know.

Perceptions of law enforcement messages or efforts to reduce alcohol-influenced driving have not changed significantly since last year (Figure 8). With few exceptions, these numbers have remained steady since the inception of the survey.

Figure 8: Aware of Law Enforcement Efforts to Reduce Influenced Driving by Year



As in years past, there is no discernible pattern this year among those who participate in risky driving behavior, such as speeding or driving after drinking, and awareness of law enforcement efforts to reduce drunk driving incidence, as seen in Table 8.

Awareness of such efforts does not differ significantly between those who speed or drive intoxicated and those who do not. Some years show higher levels of awareness, which could be due to the timing of the survey. For example, surveys that are fielded after or during national holidays such as Memorial Day or the Fourth of July could have enhanced awareness numbers due to the fact that so many will travel to area lakes and vacation spots during these holidays, and might be more aware of road signs, checkpoints, or police presence.

	2011	2012	2013	2014	2015	2016	2017	2018
Drive over 35 mph in a 30 mph zone MORE than half the time	46.6%	62.2%	41.8%	43.2%	55.7%	59.2%	45.7%	53.0%
Drive over 35 mph in a 30 mph zone LESS than half the time	54.8%	63.4%	53.5%	42.8%	53.6%	52.0%	52.4%	46.4%
Drive over 35 mph in a 30 mph zone NEVER	52.1%	56.1%	44.4%	26.4%	49.3%	50.0%	36.8%	43.3%
Drive over 70 mph in a 65 mph zone MORE than half the time	46.8%	64.7%	47.3%	40.2%	54.0%	59.3%	55.6%	57.3%
Drive over 70 mph in a 65 mph zone LESS than half the time	55.6%	62.2%	54.9%	43.1%	54.9%	54.1%	48.0%	44.0%
Drive over 70 mph in a 65 mph zone NEVER	51.1%	58.4%	38.2%	31.9%	45.7%	42.9%	38.2%	43.0%
Drove after drinking in past 60 days	56.7%	70.0%	62.5%	51.5%	59.3%	54.0%	57.9%	63.3%
Did not drive after drinking in past 60 days	52.1%	59.8%	47.5%	38.2%	51.3%	53.5%	46.1%	45.7%

For the most part, there have been no significant changes in data patterns in the past nine survey cycles (2010 - 2018). Data will continually be tracked in the future to determine if any changes arise, or if trending patterns hold steady.