



FY2022

# OKLAHOMA HIGHWAY SAFETY PLAN



HONORABLE KEVIN STITT  
GOVERNOR OF OKLAHOMA

JOHN SCULLY  
GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY

OKLAHOMA HIGHWAY SAFETY OFFICE  
3223 N. LINCOLN BLVD.  
OKLAHOMA CITY, OK 73105  
[WWW.OHSOOK.GOV](http://WWW.OHSOOK.GOV)

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## Highway Safety Plan

The Oklahoma Highway Safety Office (OHSO) has primary responsibility for managing safety programs designed to reduce traffic-related fatalities and serious injuries. The OHSO partners with the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Safety Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA) and other national and local traffic safety partners to develop and fund statewide and community-level strategies and projects that will have the greatest impact on reducing crashes, fatalities and serious injuries. These strategies and projects are encompassed in this annual OHSO Highway Safety Plan (HSP). The Oklahoma Department of Transportation (ODOT) develops a multi-year Strategic Highway Safety Plan that focuses on all surface transportation modes, including highway, rail, transit, bike/pedestrian. As part of the ongoing process of ensuring coordination between Oklahoma's HSP, Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP), OHSO participates in the development and updating of these plans. Oklahoma's HSP includes National Program Areas identified by NHTSA and FHWA, including Impaired Driving, Occupant Protection, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicyclist Safety, and Traffic Records.

### *Highway Safety Planning Process*

OHSO works with NHTSA and other traffic safety partners, known as OHSO stakeholders, to identify highway safety needs, establish performance measures and targets, and develop evidence-based countermeasure strategies and projects to address priority areas and achieve the performance targets established for each of the programmed areas. The OHSO's planning process is a circle with no beginning, and no end and OHSO staff members are at the core of this ongoing process. At any point in time, OHSO personnel may be working on data and information from the previous two years, the current year, and the next two years. This multi-faceted involvement allows a comprehensive understanding of past and current performance and enhances the ability to establish effective and productive targets for future years. OHSO's planning process is fluid and requires administrative flexibility. The OHSO attempts to address statistically identified problems using proven countermeasures as outlined in the NHTSA publication *Countermeasures That Work*, while simultaneously seeking out innovative solutions and new partners. Below is the OHSO's timeline for the highway safety planning process.

October: Host Project Directors Training Course (PDTC) to implement current year grant agreements and contracts and encourage input on future performance measures.

November: Draft prior year Annual Report.

December: Submit prior year Annual Report. Establish preliminary state goals and post for reference for next year's proposal, and post current state goals for traffic safety on the website for proposal consideration.

December-January: Open pre-screen application period for OHSO highway safety proposals; Data analyst prepares Problem Identification for next Fiscal Year planning process.

January: Typically, OHSO hosts the statewide Traffic Safety Summit (Summit) during this timeframe to elicit comments for consideration in the planning for the upcoming fiscal year; Host annual Stakeholder's meeting to discuss the status of the upcoming year plan and obtain input for future year plans – Notify applicants of approved/disapproved pre-screened applications and begin the staffing process for next fiscal year applications. Due to the COVID pandemic and out of an abundance of caution OHSO moved the FY2021 Summit to 28-31 July 2021.

February: Application period closes, and the preliminary application review begins.

March-April: Complete Problem Identification.

May-June: Finalize State goals, develop grant agreements, draft the Highway Safety Plan for the upcoming fiscal year.

June: Submit HSP for the upcoming fiscal year.

See *Figure 1* for the Highway Safety Plan yearly planning cycle:

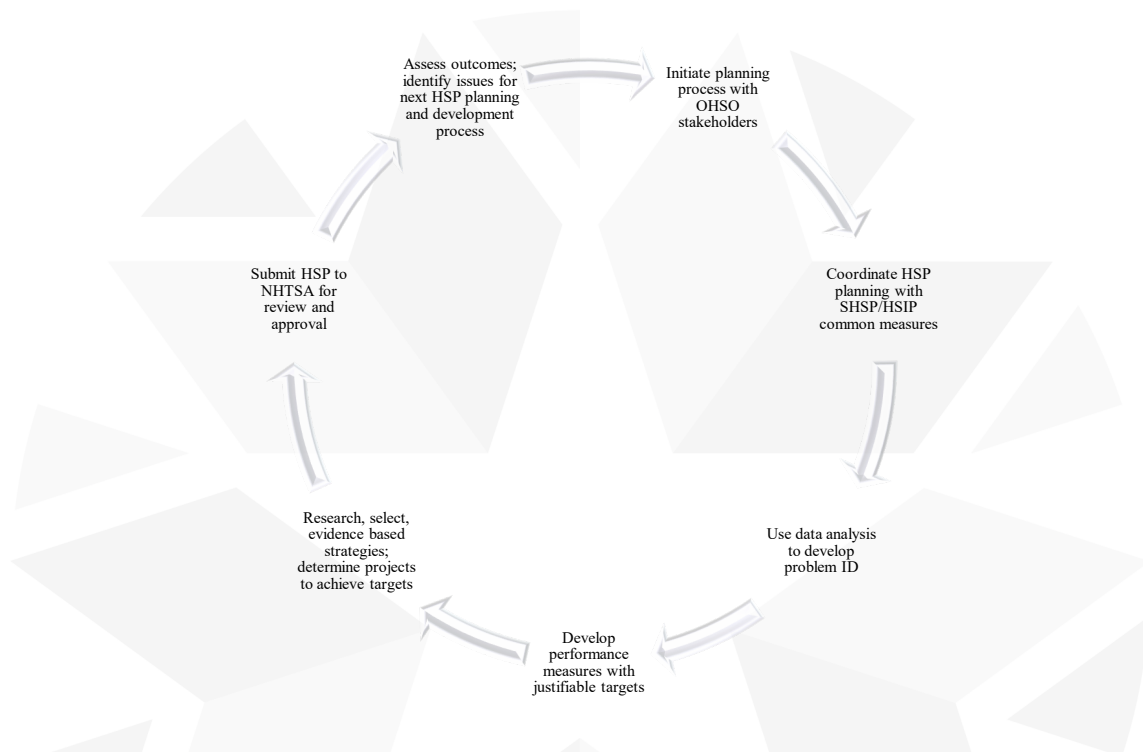


Figure 1. HSP Planning Cycle

### **Data Sources and Processes**

Collaborations with traffic safety partners are essential for the success of OHSO’s mission. The leadership in Oklahoma’s traffic safety community recognizes OHSO’s significant efforts alone will have little impact on improving the safety of Oklahoma’s roadways. The concerns of OHSO’s traffic safety partners are discussed at conferences, workshops, and meetings throughout the year. During special emphasis periods, surveys may be sent to appropriate agencies to determine priorities for the coming year. OHSO also considers the results of "rate-the-state" reviews by national organizations such as the Centers for Disease Control and others. The OHSO makes collaboration with partner agencies a top priority by utilizing many of the following participants and data sources.

Following the development of problem identification data, the OHSO conducts strategic planning sessions with its entire staff to identify goals and performance objectives for the upcoming Highway Safety Plan. During these sessions, OHSO staff members evaluate the most recent collision information from the Oklahoma Crash Facts Book, FARS data, Attitude, and Awareness Survey, as well as the performance results from prior years, rank our problems, and prioritize strategies.

A five-year rolling average was implemented as the basis of evaluation for trend analysis and setting targets goals. A trend analysis based on the 5-year rolling average was conducted for each of the Core Performance Measures as well as Railroad/Highway Crossings collision data, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession or passage of new laws, those factors were also considered, reviewed, and an explanation provided as to any targets set varying from the established trend line targets. *For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA) trend methodology and analysis of data using a longer past data collection period.*

Preliminary goals are distributed to our partner agencies for review and input. Strategic planning partner agencies include ODOT, DPS, OHP, OHP Troop S, State Health Department, and various others as necessary. OHSO considers numerous sources of guidance during this process, including:

- Oklahoma’s Strategic Highway Safety Plan (SHSP)
- Oklahoma’s Highway Safety Improvement Program (HSIP)
- Oklahoma’s Commercial Vehicle Safety Plan (CMVSP)
- Most recent NHTSA reviews (2010 OP Special Management Review, 2012 Technical Assessment of the Impaired Driving Program (Requesting this assessment for FY22), 2020 Traffic Records Assessment (submitted FY21 due to COVID restrictions), 2021 Occupant Protection Assessment, 2020 Management Review),

The statewide problem identification process and data used in the development of the state Highway Safety Plan have been described earlier in the Problem Identification section. They include Oklahoma Crash Facts, Motor Vehicle Crash Reports, Motor Vehicle Citation Data, Driver License Records, Motor Vehicle Registration Records, Breath or Blood Test Analysis Reports, Attitude and Awareness Survey, Occupant Protection Survey, FARS, DPS Enforcement Planner, ODOT highway mileage and crash rates, and motorcycle training statistics.

All law enforcement grants are required to implement evidence-based enforcement strategies as outlined in NHTSA Countermeasures That Work, the AASHTO Strategic Highway Safety Plan, NCHRP Report 662, or other such credible research-based reviews and reports. All the projects/programs identified in the Oklahoma FY2022 Highway Safety Plan, which include a traffic enforcement component together collectively, constitute a data-driven traffic safety enforcement program.

The Oklahoma Highway Safety Office (OHSO) provides leadership and coordination for Oklahoma’s traffic safety efforts statewide. The OHSO continues to create new partnerships while maintaining support and cooperation with current partners. In this process, the OHSO is supported by a variety of traffic safety advocates.

## ***Processes Participants***

Our current list of partners and advocates includes state agencies; state, county, and municipal law enforcement agencies; faith-based and diversity groups; health care and safety advocates; colleges and universities; Federal agencies; councils of governments; safety advocacy groups; and minority concern groups, including:

- AAA of Oklahoma
- Alcoholic Beverage Laws Enforcement Commission
- Association of Central Oklahoma Governments
- Association of Ignition Interlock Program Administrators
- Bureau of Indian Affairs
- Oklahoma Board of Tests for Alcohol and Drug Influence
- Oklahoma Department of Corrections
- Energize for Safety Coalition
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Statewide Impaired Driving Committee
- Green Country Safe Communities
- OKC Metro Safe Communities
- Indian Nations Council of Governments
- Metro Area Traffic Safety Coalition
- NHTSA Region 6
- North Central Oklahoma Traffic Safety Coalition
- Oklahoma Advisory Committee for Motorcycle Safety and Education
- Oklahoma Bar Association
- Oklahoma Bureau of Narcotics
- Oklahoma Department of Mental Health and Substance Abuse Services
- Oklahoma Department of Public Safety
- Oklahoma Department of Transportation
- Oklahoma District Attorney's Council
- Oklahoma Governor's Office

- Oklahoma Highway Patrol
- Oklahoma Injury Prevention Advisory Committee
- Oklahoma Local Road Safety Plan Committee
- Oklahoma Long Range Transportation Plan Committee
- Oklahoma Prevention Leadership Collaborative
- Oklahoma Safety Council
- Oklahoma State Department of Health
- Oklahoma State Legislature
- Oklahoma State University
- Oklahoma Supreme Court
- Oklahoma Traffic Records Council
- Safe Communities of Northeast Oklahoma (Tulsa area)
- Safe Kids Oklahoma, Inc.
- Safe Kids Oklahoma City Metro
- Southeast Oklahoma Traffic Safety Coalition
- Southern Plains Tribal Technical Assistance Program (TTAP)
- University of Central Oklahoma
- University of Oklahoma

OHSO has cultivated excellent working relationships with most of Oklahoma’s established law enforcement agencies since being legislatively created in 1967. To conduct effective traffic enforcement programs, we believe these agencies must be governed by an internal set of operational policies. Such policies would include the regulation of seat belt use, equipment purchasing, maintenance, and tracking. Also, we actively encourage our law enforcement partners to regulate police pursuits by adopting policies like those developed by the International Association of Chiefs of Police.

OHSO also collaborates regularly with the Oklahoma Department of Transportation, Oklahoma State Department of Health, Oklahoma Department of Mental Health and Substance Abuse Services, and Oklahoma Alcohol Beverage Law Enforcement Commission. Various OHSO staff members attend local safety fairs to provide services for which they are specially trained, such as child passenger safety technician services, and AAA Car-Fit services.

Together, these collaborations build and strengthen the traffic safety network in Oklahoma and multiply the effectiveness of each of the partners in traffic safety.



## ***Impaired Driving Collaborations***

### **ENDUI OKLAHOMA ADVISORY COMMITTEE**

Since February 5, 2013, a State impaired driving task force called the Governor's Impaired Driving Prevention Advisory Council (GIDPAC) had been established. This task force was charged with evaluating and making recommendations concerning ways to address impaired driving issues, to share information, explore options, and close potential loopholes in the circle of impaired driving legislation, enforcement, prosecution, adjudication, and treatment. The OHSO collaborated with partner agencies on the creation of the task force, and membership was solicited from several entities. Governor Stitt passed the duties of the State impaired driving task force to the Commissioner of Public Safety. The committee was re-authorized as the *ENDUI Oklahoma Advisory Committee*. The committee will continue to build upon the important work begun by the GIDPAC as the State impaired driving task force.

## ***Occupant Protection Collaborations***

Unrestrained passenger vehicle occupant fatalities had decreased in Oklahoma from 233 in 2017 to 222 in 2020 (Oklahoma data). Due to COVID restrictions the observed statewide seat belt survey was canceled for FY2020. The Oklahoma seat belt observation survey will be complete in 4<sup>th</sup> quarter FY2021. NHTSA issued a waiver through the Coronavirus Aid, Relief, and Economic Security (CARES) Act which enabled Oklahoma to use the 2019 seat belt use rate. The observed statewide seat belt use rate reported in the 2019 survey was 84.7%, another decrease from 85.6% observed in 2018. Program assessments done on the occupant protection programs in Oklahoma have repeatedly noted that the lack of a law requiring seat belt use in all seating positions. In conjunction with the low fine for the offense is contributing factors to a seat belt use rate that remains considerably below the national use rate of 90.3% reported in the 2020 National Occupant Protection Use Survey (NOPUS).

In addition to our regular law enforcement partners, partnerships for occupant protection issues include:

- Bethany Children's Hospital
- Children's Center Rehabilitation Hospital
- Children's Hospital at OU Medical Center
- Oklahoma Dept. of Human Services-Child Care Licensing Division
- Safe Kids Oklahoma, Inc. (Bethany Children's Hospital)
- Safe Kids Oklahoma City Metro
- Safe Kids Tulsa Area (St. Francis Hospital)
- State Farm Insurance
- United Way of Oklahoma

The Oklahoma Child Restraint Law requires that children under the age of 8 years and less than 4'9" tall restrained in a car seat or booster seat, and a child under the age of 2 must be in a rear-facing seat unless exceeding height/weight limits of the seat. Oklahoma's recertification rate for CPS technicians dropped significantly due to COVID-19 restrictions; however, the State recertification rate was 47% in the calendar

year 2020, compared to the national average of 43.7%. The 2019 Oklahoma Statewide Child Restraint Survey reported the state child seat use rate was 89.3%, compared to 91.1% in the 2018 survey.

OHSO had several discussions with traffic safety partners, and grantees for input into efforts that could potentially assist the state in increasing seat belt compliance rates. The OHSO also consulted with representatives of the Bureau of Indian Affairs, Southern Plains Tribal Technical Assistance Program, Tribal Chiefs of Police, the University of Central Oklahoma, Safe Kids Coalition, Center for Disease Control, State and local law enforcement and State injury prevention specialists. Efforts to increase compliance rates will focus on effective countermeasures, including enforcement of current occupant protection laws, media, education, training, and outreach programs to target groups including unrestrained nighttime drivers and drivers in the Native American communities.

The OHSO hosted a NHTSA Occupant Protection Assessment in June of 2021. The OHSO will strive to implement as many of the recommendations as possible to improve our occupant protection efforts and decrease the number of unrestrained fatalities.

### ***Motorcycle Safety Education Collaborations***

With the continuing increase of motorcycle registrations in Oklahoma, the need for motorcycle safety classes continues to grow. Although the number of safety training courses in the state has increased in recent years, there continues to be an insufficient number of MSF-approved classes to train the individuals who have expressed an interest in participating. OHSO will continue to actively support these programs with the goal that every rider should have the opportunity for training.

The Oklahoma Advisory Committee for Motorcycle Safety and Education is a statutory committee comprised of representatives from various groups, including private sector rider education schools, licensed safety course operators, Oklahoma Insurance Department, certified instructors, and OHSO. There are seven voting members on the committee, six of whom are appointed by the Commissioner of Public Safety and one of whom is appointed by the State Insurance Commissioner.

The motorcycle safety committee meets monthly to discuss and address issues affecting motorcycle safety. The committee also reviews all motorcycle-related grant applications received by the OHSO for the ensuing project year and makes recommendations to the OHSO as to applicability, relevance, and funding.

Partnerships created or expanded on motorcycle safety issues and training include:

- ABATE Charitable Services
- Broken Arrow PD
- Department of Public Safety Driver License Division
- Edmond PD
- Great Plains Technology Center
- Kiamichi Technology Center
- OSU-OKC
- Southern Oklahoma Technology Center

- Southwest Technology Center
- Tulsa PD
- Western Technology Center

### ***Corridor Projects***

The Oklahoma Highway Safety Corridor Project program is a cooperative effort involving the OHSO, DPS, OHP, ODOT, and various local governmental agencies. It is designed to address specific traffic safety issues in areas that reflect a pattern of crashes based upon both a short-term and long-term review of crash data. This collaborative effort was re-evaluated in 2016 and a new approach designed to make better use of data analysis and personnel, focusing on more intensive "short-term" enforcement periods in identified locations utilizing several additional resources with an immediate evaluation of the results to follow. In February of 2019, in coordination with the *Energize for Safety Coalition*, a new safety corridor was established in Kingfisher and Blaine counties to combat the increasing number of crashes occurring there, especially related to areas of increased oil drilling activity.

### ***Annual OHSO Stakeholders Meeting***

The OHSO stakeholders planning meeting is conducted at the Annual Traffic Safety Summit. The OHSO stakeholders consist of various partner organizations, including senior representatives of OHSO, FHWA, FMCSA, Safe Kids Oklahoma, AAA Oklahoma, ODOT, Oklahoma Association of Chiefs of Police, OSBI, and others. This group reviews the current Highway Safety Plan, discusses highway safety issues and solutions, legislation, and any subject related to highway safety for the current as well as future years.

### ***OHSO Staff Planning Sessions***

After the annual OHSO Problem Identification for the upcoming fiscal year is completed in January, the OHSO conducts strategic planning sessions with the OHSO staff (full staff: Director, Chief of Plans, Chief of Programs, Chief of Resources, OHSO Program Managers, and Data Analyst) to identify goals and performance measures for the upcoming Highway Safety Plan. Regular staff meetings are held monthly and oftentimes involve discussion on past, current and future safety initiatives, the OHSO also conducts specific planning sessions which build upon; (1) previous strategic planning sessions held during the current or preceding year(s) affecting the upcoming OHSO Strategic Plan; (2) problem identification based on data analysis provided by the various data sources listed above; (3) data trends as identified in the Oklahoma Crash Facts Book or other sources; and (4) Results from the statewide seat belt survey and attitude survey. These data sources are used to determine next years' performance measure targets, which are based on a 5-year moving average. The OHSO staff also considers potential funding sources that can be utilized in meeting these targets.

### ***Annual Traffic Safety Summit***

The OHSO annually hosts the OHSO Traffic Safety Summit to provide updated and pertinent information to, as well as receive input from our various partners and interested individuals/groups throughout the state. This forum provides an opportunity for the attendees to hear experts in various fields of traffic safety, including general plenary sessions, as well as several breakout sessions on specific traffic safety topics. In some years, a main topical emphasis may be identified. After the conclusion of the 3-day event, each participant is asked to submit an evaluation, including recommendations for consideration in the formulation of the State Highway Safety Plan, as well as topics for future forums.

### ***Oklahoma Traffic Records Council (TRCC)***

Another component of the planning process is the OHSO's active membership in the Oklahoma Traffic Records Council, an organization that is vital to coordinated traffic safety-related discussions and improvement efforts. Participants include Oklahoma State agencies such as the Oklahoma Department of Transportation, Oklahoma Department of Public Safety, Oklahoma Tax Commission, and the Oklahoma State Department of Health. Other organizations, including the Oklahoma City and Tulsa Police Departments, Federal Highway Administration, and the Federal Motor Carrier Safety Administration, are also represented. The Traffic Records Council provides a diverse and important opportunity for communication, information sharing, and planning efforts directly related to improving traffic records collection and reporting in the state.

### ***Boards and Committees***

Various OHSO staff members hold official positions on numerous boards, committees, and groups related to traffic safety. The committees on which OHSO staff members serve include the following:

- Statewide Impaired Driving Committee
- Child Safety Learning Collaborative
- Oklahoma Association of Chiefs of Police
- Governor's Highway Safety Association
- National Association of Women Highway Safety Leaders
- Oklahoma Advisory Committee for Motorcycle Safety and Education
- Oklahoma Injury Prevention Advisory Committee
- INCOG Local Road Safety Plan Committee
- State-Based Innovation Deployment (STIC) Committee
- Oklahoma Prevention Leadership Collaborative
- Oklahoma Traffic Records Council
- Safe Kids Oklahoma City Metro
- Statewide Bicycle and Pedestrian Advisory Committee
- Oklahoma Department of Transportation Tribal Advisory Board

### ***Description of Highway Safety Problems***

#### ***Data Analysis for Problem Identification***

A comprehensive and detailed review of all available traffic safety-related data is an integral part of the planning process to identify and prioritize the program areas and locations where the need is greatest. The OHSO Data Analyst prepares a comprehensive Problem Identification analysis from various data sources. Following analysis of the data, the Data Analyst provides a comparative report of present and past traffic-related statistics, including a ranking of counties and cities over 5,000 in population to aid in identifying the

locations which have experienced a significant number or increase in crash rates. This allows OHSO to provide programs and services in those areas where the need is greatest. The Problem Identification data are also used for internal processes, such as application evaluation and project selection. Annual goals are established using the latest FARS data (or State data in the absence of specific FARS data).

The Oklahoma Department of Public Safety maintains a database of crash records, as reported by law enforcement agencies throughout Oklahoma. This database includes crashes resulting in injury, death, or property damage of \$500 or more. Non-traffic crashes occurring on private or public property are also included in this database but are not used in the analysis. Data elements include statistics on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists, and bicyclists involved in these crashes.

The OHSO Data Analyst also prepares an annual Crash Facts publication analyzing crashes for the most recent and past several years of state data. This publication is made available to the public on the OHSO website Crash Data section at <http://ohso.ok.gov/crash-data2> (and incorporated by reference in several sections within the Highway Safety Plan). Within the various Crash Facts documents, traffic crash data are organized into a variety of classifications, i.e., KAs (Fatalities and Incapacitating Injuries), Fatal (both number of fatalities and number of fatal crashes), Unsafe Speed, Alcohol/Drug-Related, Motorcyclist, Pedestrian, and Bicyclist. An in-depth analysis is done to determine primary causation, location, contributing factors, vehicle type, time of day, day of the week, age, gender, etc. This information is applied to each Oklahoma county, as well as Oklahoma municipality having a population of 5,000 or more. While this analysis allows for in-depth planning and program countermeasures, FARS data are the primary source used to define the state's targets in the annual Highway Safety Plan.

Each classification of traffic crashes is analyzed to establish priorities for program implementation and include:

- Change in crashes, fatalities, and injuries from the previous year
- 5-year trend of crashes, fatalities, and injuries
- Actual numbers of crashes, fatalities, and injuries
- Comparison of rural versus urban crashes
- Causes of crashes
- Comparison of state, county, and city fatal and injury crash rates per VMT and actual crash numbers

Data and other information are reviewed, discussed, analyzed, and evaluated among the various agencies to pinpoint specific traffic safety problems. Within this process, fatal and serious injury crashes on Oklahoma's roadways are identified as primary traffic safety considerations.

OHSO recommends specific countermeasures that can be implemented to promote highway safety to reduce the incidence and severity of traffic crashes in the State. FARS data and data obtained from the Oklahoma Department of Public Safety database are compared to determine omissions and inaccuracies to improve the data quality.

Population data are derived from the latest census information collected by the U.S. Census Bureau and published by the Oklahoma Department of Commerce. Population data are evaluated each year, based on the latest census, and are considered in the development of the Problem Identification. Representatives from the

National Highway Traffic Safety Administration (NHTSA) Region 6 offer the OHSO regular input for consideration, and the OHSO participates in strategic planning efforts with Regional officials.

### ***Evidence-based Traffic Safety Enforcement Plan***

The evidence-based traffic enforcement program instituted by the OHSO and its various law enforcement partners endeavors to use high-visibility enforcement practices supported by high-visibility media campaigns to decrease and prevent motor vehicle crashes resulting from driver error in those locations deemed at risk for such incidents. The OHSO will provide for data analyses of crashes, including crash injury rates, causes, and locations to identify those areas of highest risk to allow for better deployment of available resources and continual monitoring of the effective use of those resources. The OHSO also plans evidence-based high-visibility strategies to support state and national mobilization efforts, including "Click It or Ticket" and "Drive Sober or Get Pulled Over" efforts.

The major portion of our traffic safety funding is used for traffic safety directed grants to local, county, and state law enforcement agencies. The grants primarily pay for overtime activities by law enforcement to reduce the incidence of speeding/aggressive driving, driving under the influence of alcohol/drugs, failure to use vehicle restraints, and other types of violations which primarily contribute to crashes. Organizations eligible for enforcement grants include municipal police departments, county sheriff offices, and state law enforcement agencies. All grant proposals, whether through the normal request for proposal process or elicited by the OHSO, must include problem identification, project description based on evidence-based strategies, objectives and milestones, budget detail, and evaluation criteria. OHSO has developed policies and procedures to ensure that grant funds are utilized efficiently and effectively in support of state goals and objectives.

### ***Problem Identification Analysis & Summary***

- Overall, the number of fatalities decreased from 657 in 2017 to 640 in 2019
- Urban and rural fatalities decreased in 2019
- In 2019, 62% of motorcycle fatalities were unhelmeted (42 of 68)
- In 2019 Drivers or motorcycle operators with a BAC of .08 or more were involved in 24% of all fatal crashes.
- Pedestrian fatalities increased from 79 in 2017 to 85 in 2019.
- Drug-related fatality crashes continue to rise, with 223 drug-related fatal crashes reported in 2019 up from 134 in 2016.
- The seat belt use rate fell from 85.6% in 2018 to 84.7% in 2019

### ***Methods for Project Selection***

#### ***Application Request***

The Oklahoma Highway Safety Office grant application process begins with pre-application screening by the administrative staff; members consist of the Director, Chief of Programs, Chief of Plans, and Chief of Resources. The administrative staff meets several times during the pre-application selection process, to discuss and score applications. Evaluation criteria include state and local problem identification, project goals and objectives, project description, evaluation, performance measures, proposed evidence-based strategies, cost assumptions, and budget details. Past performance and achievement of project targets and milestones are

strongly considered in the selection process. Additionally, applications are reviewed to determine if the project is innovative, contributes to local match, active community involvement, etc. We do not rely solely on unsolicited grant applications but use a proactive process of identifying areas of the state where traffic safety problems exist, such as low seat belt use rates, high alcohol crash rates or higher-than-average crash rates, and areas which could benefit from additional enforcement, education or awareness programs. Once the applications have been reviewed, the selected participants are notified with instructions to proceed to the next round of selections.

### ***Application Reviews and Program Manager Recommendations***

Round 1: During the application review process, each project application is reviewed by the OHSO Program Managers, both individually and as a group. During this process, a variety of factors are considered, including a statistical analysis by the Data Analyst ranking the problem ID, review of local data supplied by the applicant, past performance and current trends, population density, and available resources. The proposals are scored separately by the Program Managers and ranked according to established criteria.

Round 2: After review of all the recommendations and analyses listed above, the OHSO administrative staff consisting of the Director, Chief of Resources, Chief of Plans, and Chief of Programs consolidate the recommendations, identify all available funding resources, and select those program areas and projects for inclusion in the HSP, based on the identification of those areas of greatest need and available funding resources.

Once an application has been approved for potential inclusion in the upcoming HSP, a Program Manager is assigned to meet with the potential sub-recipient to discuss the project in detail before a grant execution.

Round 3: Once the negotiation phase is complete, the grant application is certified by the grantee, and funding is approved by the Director.

### ***Evidence-based Strategies***

To ensure enforcement resources are deployed effectively, sub-recipients are directed to implement evidence-based strategies. The OHSO uses the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition 2017*, as well as several other reference publications, such as the *AASHTO Strategic Planning Guide*, to aid in the of evidence-based enforcement strategies. The HSP narrative outlines Oklahoma's broad approach to address key problem enforcement areas and guides local jurisdictions to examine local data or utilize the data provided in the Oklahoma Crash Facts Book to develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted high-visibility enforcement focusing on specific violations such as impaired driving, failure to wear seatbelts, and speeding. Additional strategies may include the use of integrated enforcement during specific times of the day or night where more crashes are occurring; daytime impaired driving checkpoints; short-term high-visibility enforcement within identified safety corridors; and increased nighttime seat belt enforcement activities. High-visibility enforcement, including participation in the national seat belt and impaired driving mobilizations, is required of all law enforcement grants. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations also are proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources, and the success of enforcement efforts is enhanced. The selected countermeasures and related activities are identified in the Program Area sections of the Highway Safety Plan application.

## ***Continuous Monitoring***

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by the OHSO. The law enforcement agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked, and the number of contact reports issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

The OHSO Program Managers oversee and manage law enforcement grants. Also, the OHSO provides funding for Impaired Driving Liaisons (IDL's), who provide coordination with law enforcement agencies within their assigned regions. Contact with law enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies are continuously evaluated for their impact, effectiveness and modifications are made where warranted.

## ***List of Information and Data Sources***

### ***Data Sources***

**Crash Facts Book:** Each year, the OHSO Data Analyst prepares a Crash Facts publication and a Problem Identification based on at least five years of state crash data and an estimation, based on preliminary data, of the immediate past year's crash data to determine the nature of our traffic safety challenges. The Crash Facts Book provides an in-depth analysis of crash numbers, crash rates, and locations, broken down by a variety of specific causal factors for each county in Oklahoma, to pinpoint the areas of highest risk. The annual Crash Facts Book and Problem Identification data are also used by many highway safety professionals across the state to evaluate traffic safety priority areas and propose potential solutions. Numerous applicants for traffic safety grants do, and must, use statistical problem identification to support their applications.

**Motor Vehicle Crash Reports:** The Oklahoma Department of Public Safety Records Management Division collects fatality and other crash reports in both electronic and paper form. The data from the crash reports are provided to the OHSO Data Analyst for analysis using SPSS software.

**Motor Vehicle Citation Data:** The Oklahoma Department of Public Safety Records Management Division collects citation data from city and county courts in both electronic and paper form. The citation data is provided to the OHSO Data Analyst for analysis using SPSS software.

**Driver License Records:** The Oklahoma Department of Public Safety Driver License Division collects and provides data relative to Oklahoma Driver Licenses for analysis by the OHSO Data Analyst using SPSS software.

**Motor Vehicle Registration Records:** The Oklahoma Tax Commission, by law, is the official state repository for motor vehicle registration records. This data is provided through electronic means for analysis by the OHSO Data Analyst in the preparation of the Crash Facts Book and Problem Identification.

**Breath Test Analysis Reports:** The Oklahoma Board of Tests for Alcohol and Drug Influence provides breath alcohol analysis results data on drivers arrested for driving under the influence. This information is used by the OHSO Data Analyst in the compilation of crash data statistics.



**Attitude and Awareness Survey:** OHSO has conducted an Attitude and Awareness Survey IAW NHTSA regulation since 2010. The results of the survey are considered in establishing priorities based on the problem identification process. This survey was not conducted in 2020 due to the COVID pandemic; however, the FY2021 survey will be conducted in the 4<sup>th</sup> quarter.

**Occupant Protection Surveys:** The University of Central Oklahoma conducts the State's annual occupant protection and child restraint survey using NHTSA's approved methods to determine the State's use rate. Belt use historical data have been used to establish future benchmarks. Results from the 2021 survey will be discussed in the FY2021 Annual Report.

**Fatality Analysis Reporting System (FARS):** For consistency, the most recently available FARS data currently CY2019 were used this year. The FARS data, supplemented by DPS data for fatal and serious injuries and ODOT for vehicle mileage data, is used to set future goals and evaluate past progress. DPS and FARS data are regularly evaluated for accuracy, and if discrepancies are found, research is conducted to determine the cause and necessary corrections are made.

**Department of Transportation Crash Rates:** The Oklahoma Department of Transportation provides vehicle miles traveled for the state and each county within Oklahoma. Population data are obtained from the Oklahoma Department of Commerce. Crash, fatality, and injury rates for counties and the state are computed using vehicle miles traveled (VMT) and population.

**Department of Public Safety Motorcycle Quality Assurance Program:** The Driver License Division of the Department of Public Safety is charged with oversight of program certification for all motorcycle training programs in the state of Oklahoma. This division provides data related to the number of MSF motorcycle training courses conducted and the number of students trained, as well as the results of course evaluations and audits conducted.

**Department of Public Safety Enforcement Planner:** The Department of Public Safety Futures, Capabilities, and Plans division utilize a full-time Enforcement Planner to assimilate data from a number of the other sources listed to create nearly real-time data analysis, such as traffic crash patterns and heat maps, to assist the OHSO as well as the OHP and other state law enforcement agencies in their problem identification efforts.

**University of Central Oklahoma Dept. of Mathematics and Statistics:** Currently using the ARIMA model, the UCO Mathematics and Statistics Department evaluates the five year rolling average and actual statistics provided to evaluate the common core performance measures to provide a theoretical basis to consider for setting future target projections.

## ***Description of Outcomes***

The Strategic Highway Safety Plan (SHSP) Coordination process ensures that the SHSP, the Highway Safety Improvement Program (HSIP), and the state Highway Safety Plan (HSP), as well as the Commercial Motor Vehicle Safety Plan (CMVSP), contain three core performance measures and targets in common, those being: 1) the number of fatalities, 2) the number of fatalities per 100 million vehicle mile traveled (VMT), and the number of serious injuries. Active participation in the development of the state Strategic Highway Safety Plan and state Highway Safety Plan (previously the Highway Safety Performance Plan) allows for integration and coordination of key strategies for improving collaborative efforts in addressing these highway safety countermeasures. The Strategic Highway Safety Plan was first developed in 2007, and the latest revision is the April 2020 edition.

Participants in the planning process include the Oklahoma Department of Transportation (as the lead agency), Oklahoma Highway Safety Office, Federal Highway Administration, Federal Motor Carrier Safety Administration, Department of Public Safety, Oklahoma Highway Patrol, Oklahoma State Department of Health, Oklahoma Municipal League, several metropolitan planning organizations, local law enforcement agencies, University of Oklahoma, Indian Health Service, Oklahoma Turnpike Authority, county engineers and officials, and numerous advocacy groups. This coordination ensures that the Strategic Highway Safety Plan (SHSP), the Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP) contain common performance measures for the number of fatalities, the number of fatalities per VMT (statewide) and the number of serious injuries. These are directly correlated within the SHSP by reference to the strategy and performance measure in the OHSO HSP by name and the page number.

Several coordination meetings are held during the late fall and early spring preceding the upcoming Federal Fiscal Year to conduct plan revisions and target setting. The OHSO also communicates regularly with tribal planning organizations on potential projects with Native American groups or tribes to involve them in planning and to promote cooperation between those organizations and the local agencies receiving grants from the Highway Safety Office. The OHSO staff regularly briefs groups and participates in meetings through Safe Communities coalitions, highway safety advocacy groups, and others. The OHSO's Law Enforcement and Impaired Driving Liaisons also meet with statewide local law enforcement personnel regularly. These cooperative efforts allow for effective information sharing, target planning, and performance evaluation.

## Performance Report

Sort Order	Performance measure name	Progress
C-1	Number of traffic fatalities	In Progress
C-2	Number of serious injuries in traffic crashes	In Progress
C-3	Fatalities/VMT	In Progress
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	In Progress
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	In Progress
C-6	Number of speeding-related fatalities	In Progress
C-7	Number of motorcyclist fatalities	In Progress
C-8	Number of unhelmeted motorcyclist fatalities	In Progress
C-9	Number of drivers age 20 or younger involved in fatal crashes	In Progress
C-10	Number of pedestrian fatalities	In Progress
C-11	Number of bicyclists fatalities	In Progress
B-1	Observed seat belt use	In Progress

***Performance Measure: C-1***

Progress: *In Progress*

***Program Area Level Report***

**Target C-1: To limit a projected increase in traffic fatalities, from 657 in 2017 to 681 in 2021.**

At this time, it appears that Oklahoma will meet the target of 681 fatalities in FFY2021. As of 1 June 2021, the preliminary data for fatalities, keeping in mind fatalities up-to-now NOT 100% reported, was 357. The common consensus in OHSO, lower fatalities are expected due to the COVID-19 pandemic response; however, the 5-year average does show a downward trend.

***Performance Measure: C-2***

Progress: **In Progress**

***Program Area Level Report***

**Target C-2: To decrease the number of Serious (A) injuries from 2646 in 2017 to 2462 in 2021.**

At this time, it appears that Oklahoma will meet the target of 2462 Serious Injuries (A) in FFY2021. As of 1 June 2021, the preliminary data for Serious Injuries (A), keeping in mind Serious Injuries (A) up-to-now NOT 100% reported, was 1102. The common consensus in OHSO, lower fatalities are expected due to the COVID-19 pandemic response; however, the 5-year average does show a downward trend.

***Performance Measure: C-3***

Progress: **In Progress**

***Program Area Level Report***

**Target C-3: To limit a projected increase in the Total Fatalities per 100M VMT Rate, from 1.33 in 2017 to 1.42 in 2021.**

Data for the fatalities per 100M VMT rate in FFY2021 is not available at this time; however, 2019 data for fatalities per 100M VMT rate was 1.40, which exceeded the target of 1.43. The common consensus in OHSO, lower fatalities are expected due to the COVID-19 pandemic response; however, the 5-year average does show a downward trend.

***Performance Measure: C-4***

Progress: **In Progress**

***Program Area Level Report***

**Target C-4: To decrease the number of unrestrained passenger vehicle occupant fatalities (all seating positions) from 233 in 2017 to 187 in 2021.**

At this time, it appears that Oklahoma will meet the target of 187 for unrestrained passenger vehicle occupant fatalities in FFY2021. As of 1 June 2021, the preliminary data for unrestrained passenger vehicle occupant fatalities, keeping in mind unrestrained passenger vehicle occupant fatalities up-to-now NOT 100% reported, was 98. The common consensus in OHSO, lower fatalities are expected due to the COVID-19 pandemic response; however, the 5-year average does show a downward trend.

***Performance Measure: C-5***

Progress: **In Progress**

***Program Area Level Report***

**Target C-5: To decrease the number of fatalities involving a driver/operator .08 or more BAC from 161 in 2017 to 154 in 2021.**

At this time, it appears that Oklahoma will meet the target of 154 fatalities **involving a driver/operator .08 or more BAC** in FFY2021. As of 1 June 2021, the preliminary data for fatalities involving a driver/operator .08 or more BAC only refers to suspected alcohol involvement is not close to actual data, was 10. The common consensus in OHSO, lower fatalities are expected due to the COVID-19 pandemic response; however, the 5-year average does show a downward trend.

***Performance Measure: C-6***

Progress: **In Progress**

***Program Area Level Report***

**Target C-6: To decrease the number of speed-related fatalities from 183 in 2016 to 135 in 2021.**

At this time, it appears that Oklahoma will meet the target of 135 speed-related fatalities in FFY2020. As of 19 June 2021, the preliminary data for speed-related fatalities, keeping in mind speed-related fatalities up-to-now NOT 100% reported, was 88. Speed related fatalities are higher than the same time in 2020. OHSO believes this increase year-over-year is due in part to the COVID-19 pandemic.

***Performance Measure: C-7***

Progress: **In Progress**

***Program Area Level Report***

**Target C-7: To decrease the number of motorcycle fatalities from 93 in 2017 to 91 in 2021.**

At this time, it appears that Oklahoma will meet the target of 91 motorcycle fatalities in FFY2021. As of 1 June 2021, the preliminary data for motorcycle fatalities, keeping in mind motorcycle fatalities up-to-now NOT 100% reported, was 26. The common consensus in OHSO, lower fatalities are expected due to the COVID-19 pandemic response; however, the 5-year average does show an upward trend.

***Performance Measure: C-8***

Progress: **In Progress**

***Program Area Level Report***

**Target C-8: To decrease the number of unhelmeted motorcycle fatalities from 68 in 2017 to 55 in 2021.**

At this time, it appears that Oklahoma will meet the target of 55 unhelmeted motorcycle fatalities in FFY2021. As of 1 June 2021, the preliminary data for unhelmeted motorcycle fatalities, keeping in mind unhelmeted motorcycle fatalities up-to-now NOT 100% reported, was 20. The common consensus in OHSO, lower fatalities are expected due to the COVID-19 pandemic response; however, the 5-year average does show a downward trend.

***Performance Measure: C-9***

Progress: In Progress

***Program Area Level Report***

**Target C-9: To decrease the number of drivers under the age of 21 involved in fatal crashes from 93 in 2017 to 76 in 2021.**

At this time, it appears that Oklahoma will meet the target of 76 drivers under the age of 21 involved fatalities in FFY2021. As of 1 June 2021, the preliminary data for drivers under the age of 21 involved fatalities, keeping in mind drivers under the age of 21 involved fatalities up-to-now NOT 100% reported, was 38. The common consensus in OHSO, lower fatalities are expected due to the COVID-19 pandemic response; however, the 5-year average does show a downward trend.

***Performance Measure: C-10***

Progress: In Progress

***Program Area Level Report***

**Target C-10: To decrease the number of pedestrian fatalities from 79 in 2017 to 73 in 2021.**

At this time, it is unknown if Oklahoma will meet the target of 73 pedestrian fatalities in FFY2020. As of 1 June 2021, the preliminary data for pedestrian fatalities, keeping in mind pedestrian fatalities up-to-now NOT 100% reported, was 60. Pedestrian related fatalities are higher than the same time in 2020. The year-over-year increase is expected due to the COVID-19 pandemic.

***Performance Measure: C-11***

Progress: In Progress

***Program Area Level Report***

**Target [C-11]: To limit a projected increase in the number of pedal cyclist fatalities from 6 in 2017 to 8 in 2021.**

At this time, it appears that Oklahoma will meet the target of 8 pedal cyclist fatalities in FFY2021. As of 1 June 2021, the preliminary data for pedal cyclist fatalities, keeping in mind pedal cyclist fatalities up-to-now NOT 100% reported, was 4. The common consensus in OHSO, lower fatalities are expected due to the COVID-19 pandemic response; however, the 5-year average does show a static trend.

***Performance Measure: B-1***

Progress: In Progress

***Program Area Level Report***

**Target B-1: To increase the statewide safety belt use rate 84.7% in 2019 to 87.7% in 2021.**

The 2019 statewide rate was 85.7, which is a .1% increase in seat belt use from 2018. The use rate has been static for several years, with no significant changes observed. Seat belt use rate survey being conducted 4<sup>th</sup> quarter of FY2021.

## Performance Plan

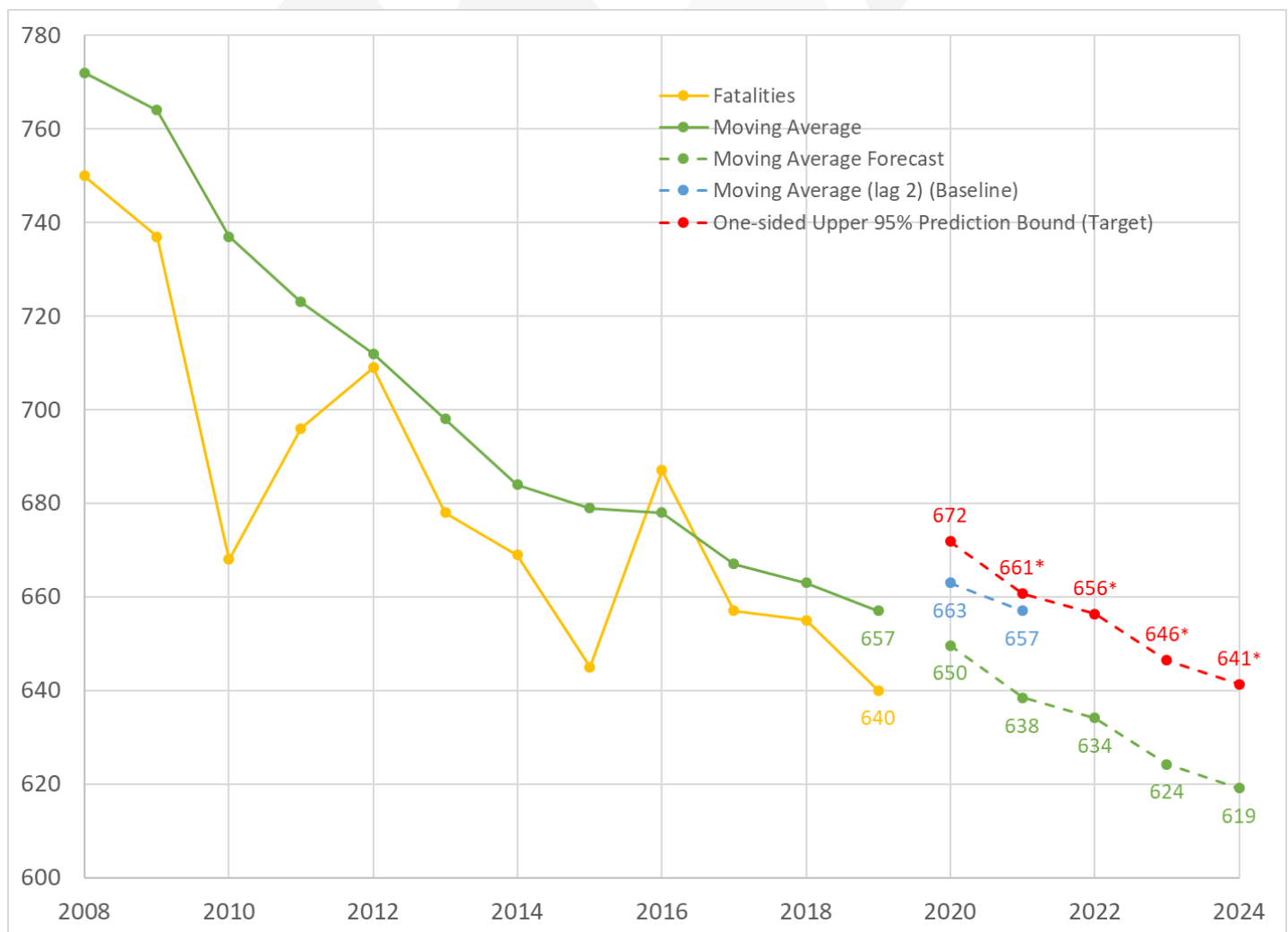
	Performance measure name	Target Period	Target Start Year	2018 Value	Target End Year	Target Value
C-1	Number of traffic fatalities (FARS)	5 Year	2018	655	2022	656
C-2	Number of serious injuries in traffic crashes (State crash data files)	5 Year	2018	2452	2022	2200
C-3	Fatalities/VMT (FARS, FHWA)	5 Year	2018	1.44	2022	1.44
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2018	205	2022	181
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2018	145	2022	145
C-6	Number of speeding-related fatalities (FARS)	5 Year	2018	147	2022	120
C-7	Number of motorcyclist fatalities (FARS)	5 Year	2018	91	2022	85
C-8	Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2018	60	2022	44
C-9	Number of drivers age 21 or younger involved in fatal crashes (FARS)	5 Year	2018	83	2022	80
C-10	Number of pedestrian fatalities (FARS)	5 Year	2018	60	2022	77
C-11	Number of bicyclists' fatalities (FARS)	5 Year	2018	16	2022	9
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2018	85.6	2022	85.8
S-5a	Number of drug-related fatalities (State)	5 Year	2018	217	2022	259

## Planned Performance Measure: C-1

### Target Justification

#### Target C-1: To limit a projected increase in traffic fatalities, from 655 in 2018 to 656 in 2022.

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.



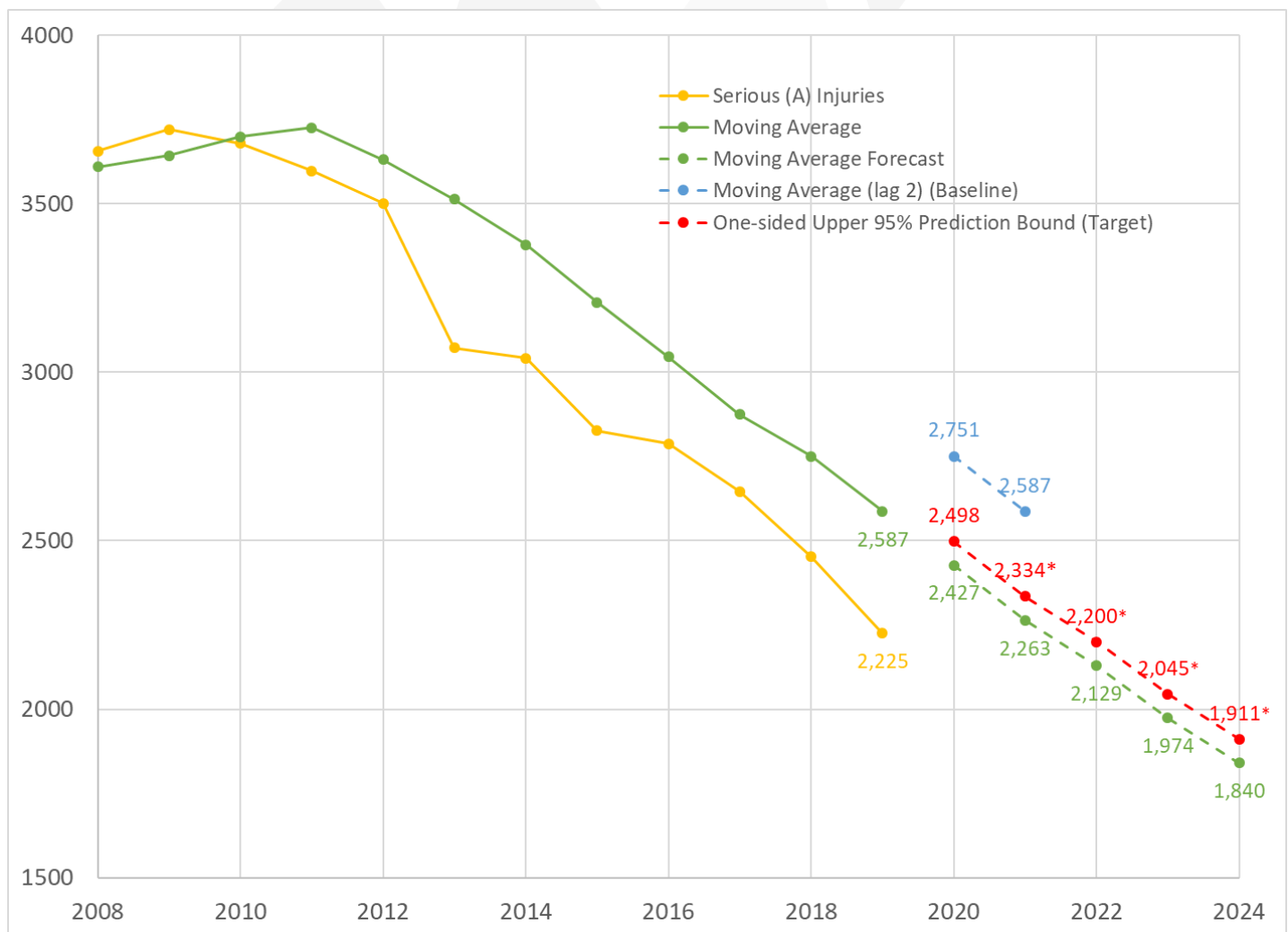


## Planned Performance Measure: C-2

### Target Justification

**Target C-2: To decrease the number of Serious (A) injuries from 2452 in 2018 to 2200 in 2022.**

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.

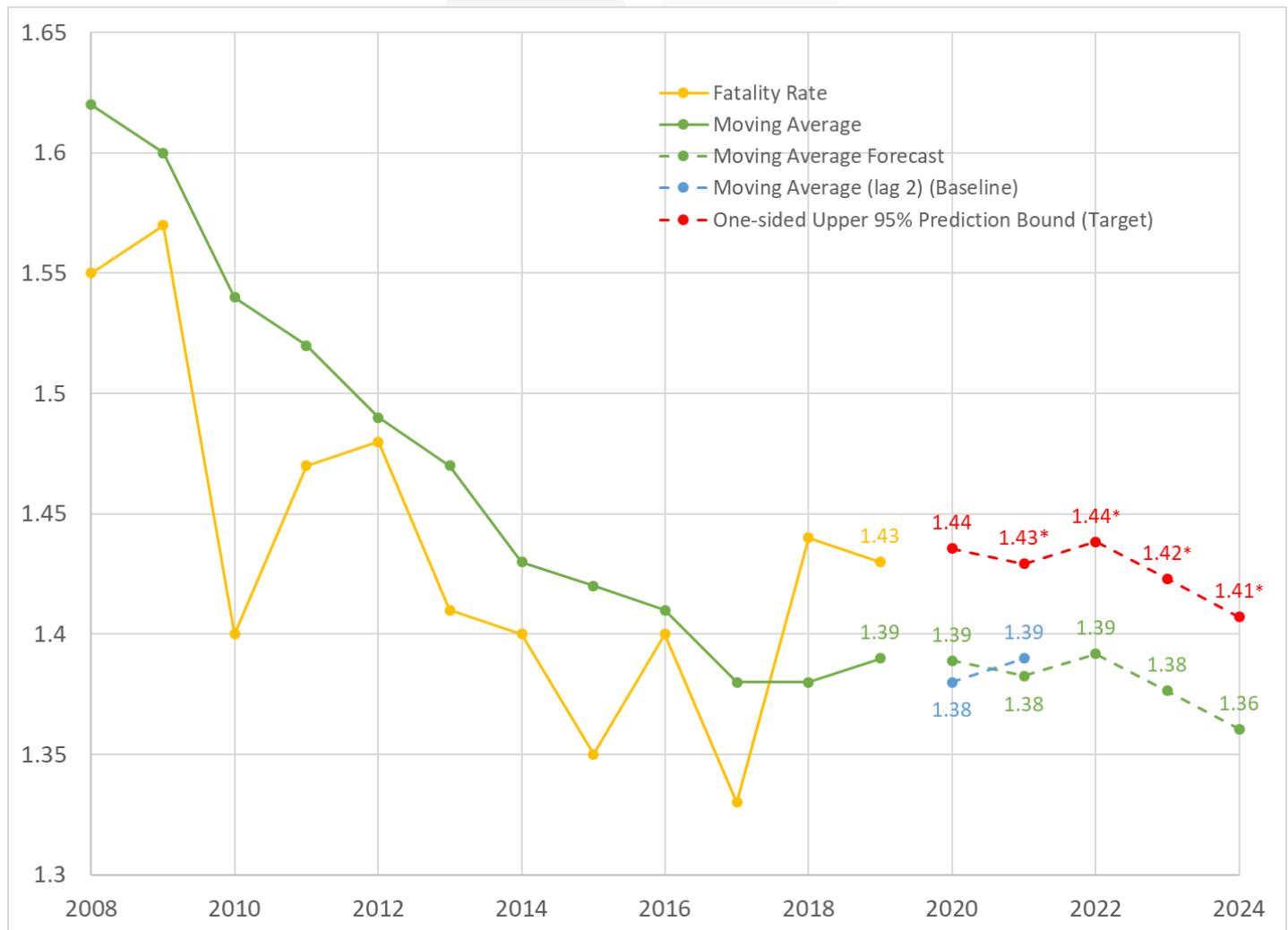


## Planned Performance Measure: C-3

### Target Justification

**Target C-3: To remain static in the Total Fatalities per 100M VMT Rate, from 1.44 in 2018 to 1.44 in 2022.**

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.

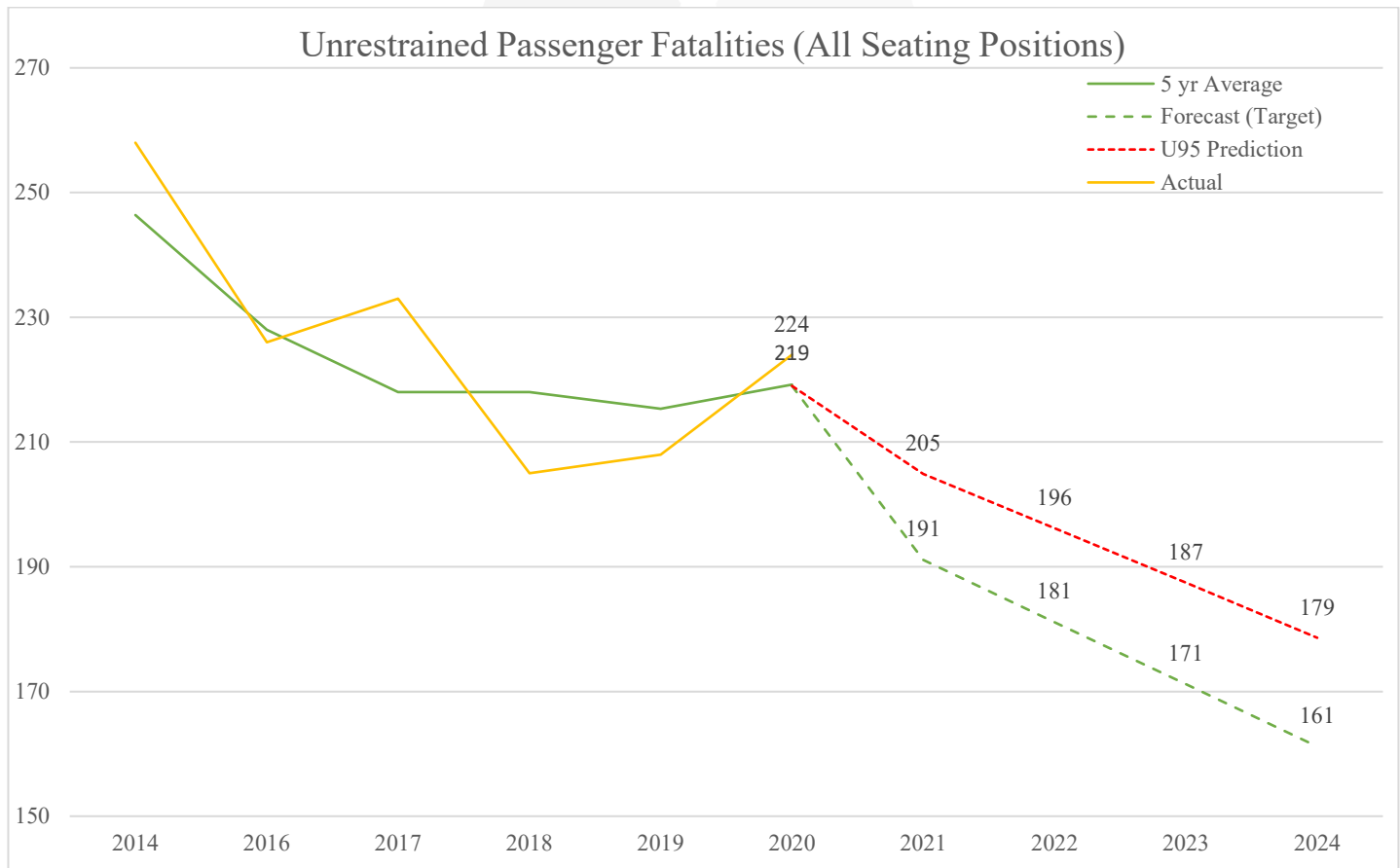


## Planned Performance Measure: C-4

### Target Justification

**Target C-4: To decrease the number of unrestrained passenger vehicle occupant fatalities (all seating positions) from 205 in 2018 to 181 in 2022.**

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.

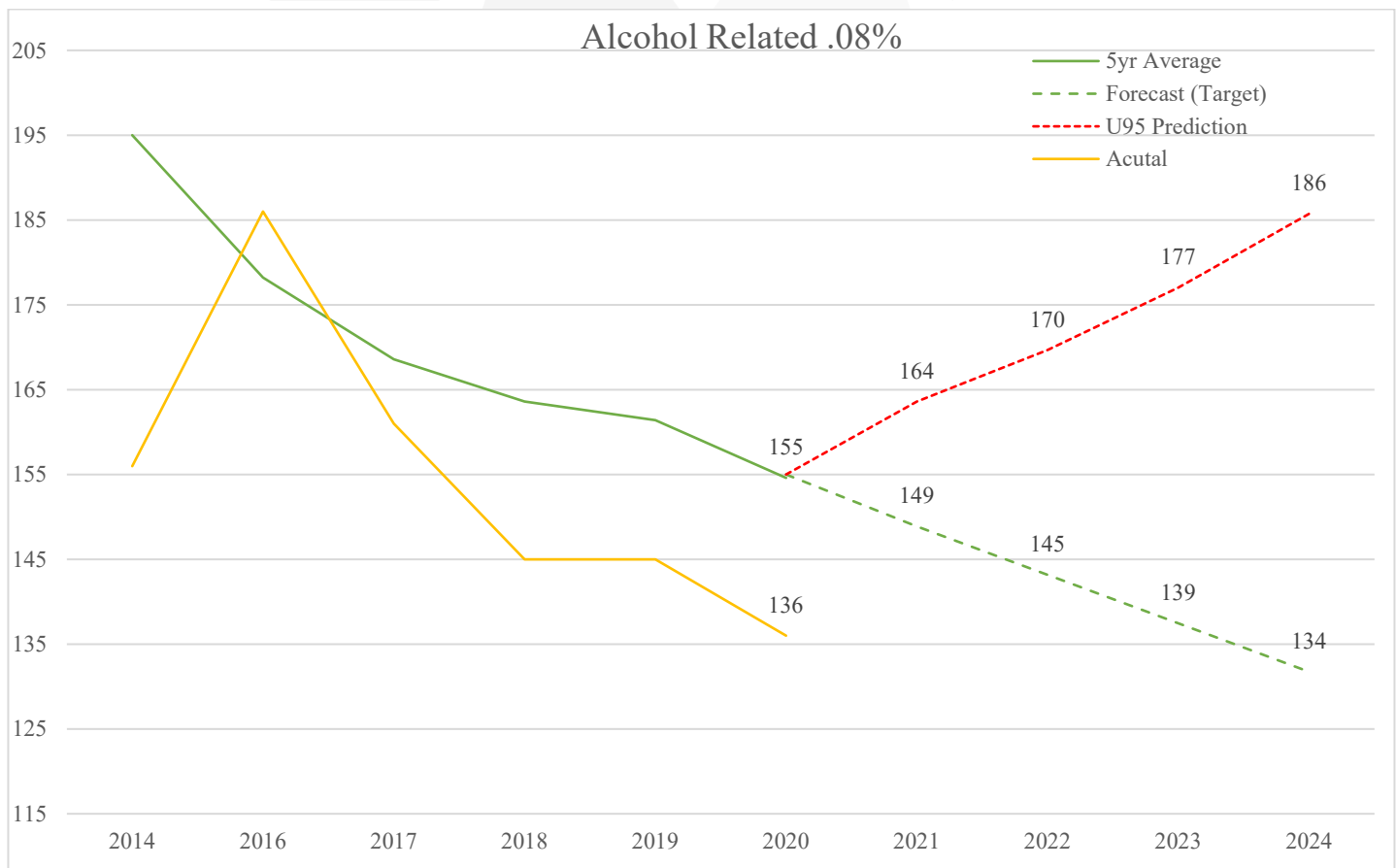


## Planned Performance Measure: C-5

### Target Justification

**Target C-5: To decrease the number of fatalities involving a driver/operator .08 or more BAC from 145 in 2018 to 145 in 2022.**

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.

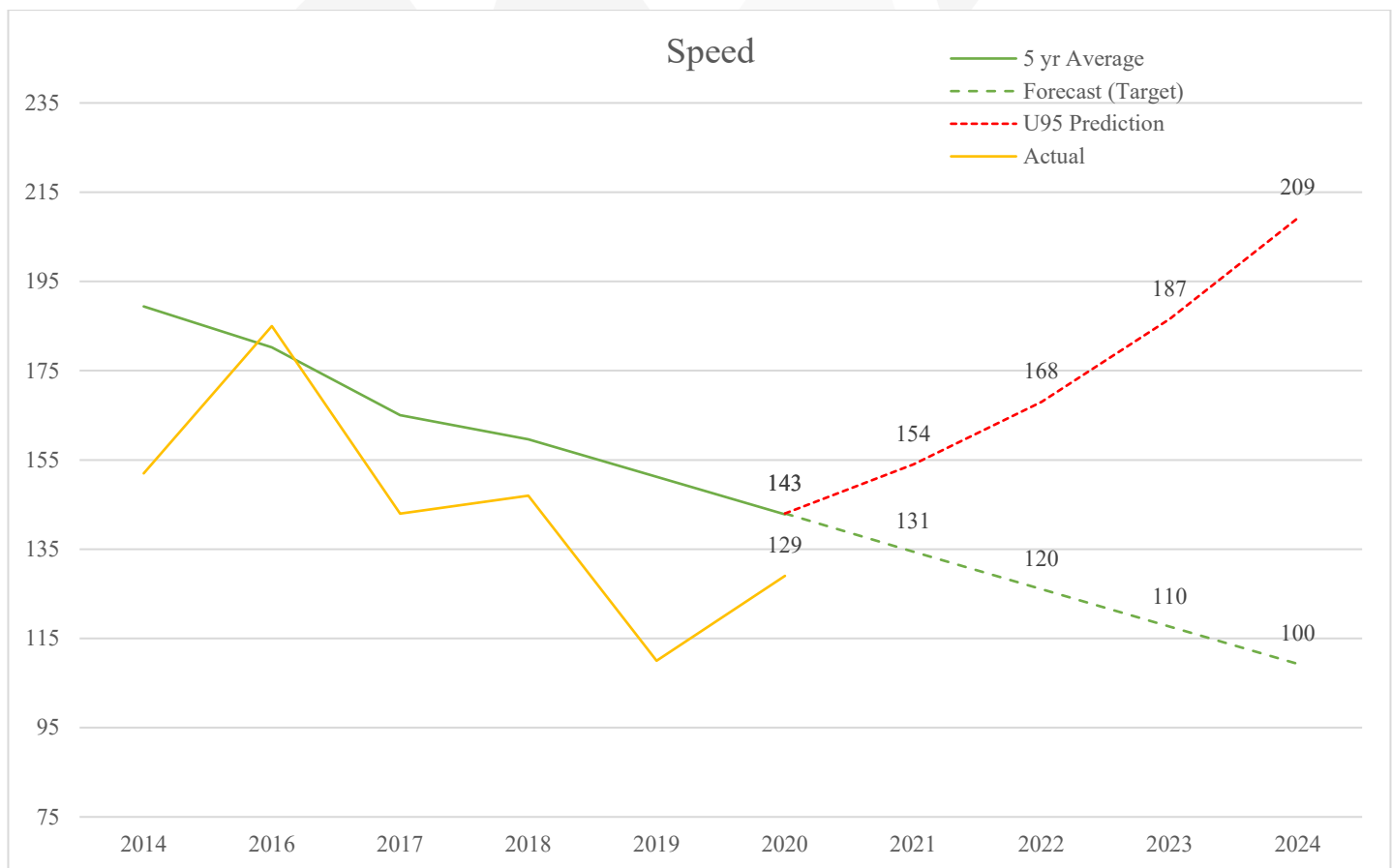


## Planned Performance Measure: C-6

### Target Justification

#### Target C-6: To decrease the number of speed-related fatalities from 147 in 2018 to 120 in 2022.

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.

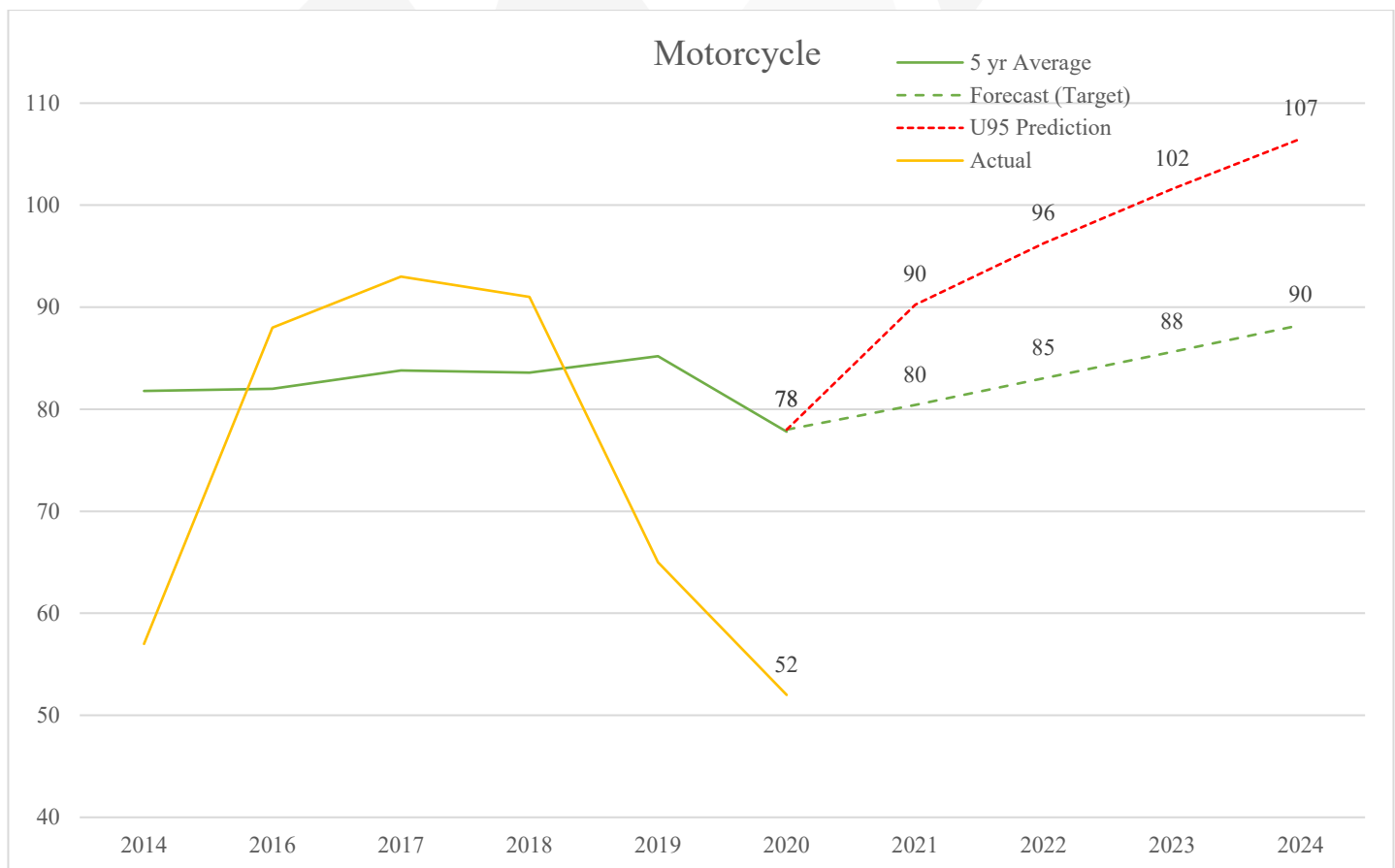


## Planned Performance Measure: C-7

### Target Justification

#### Target C-7: To decrease the number of motorcycle fatalities from 91 in 2018 to 85 in 2022.

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.

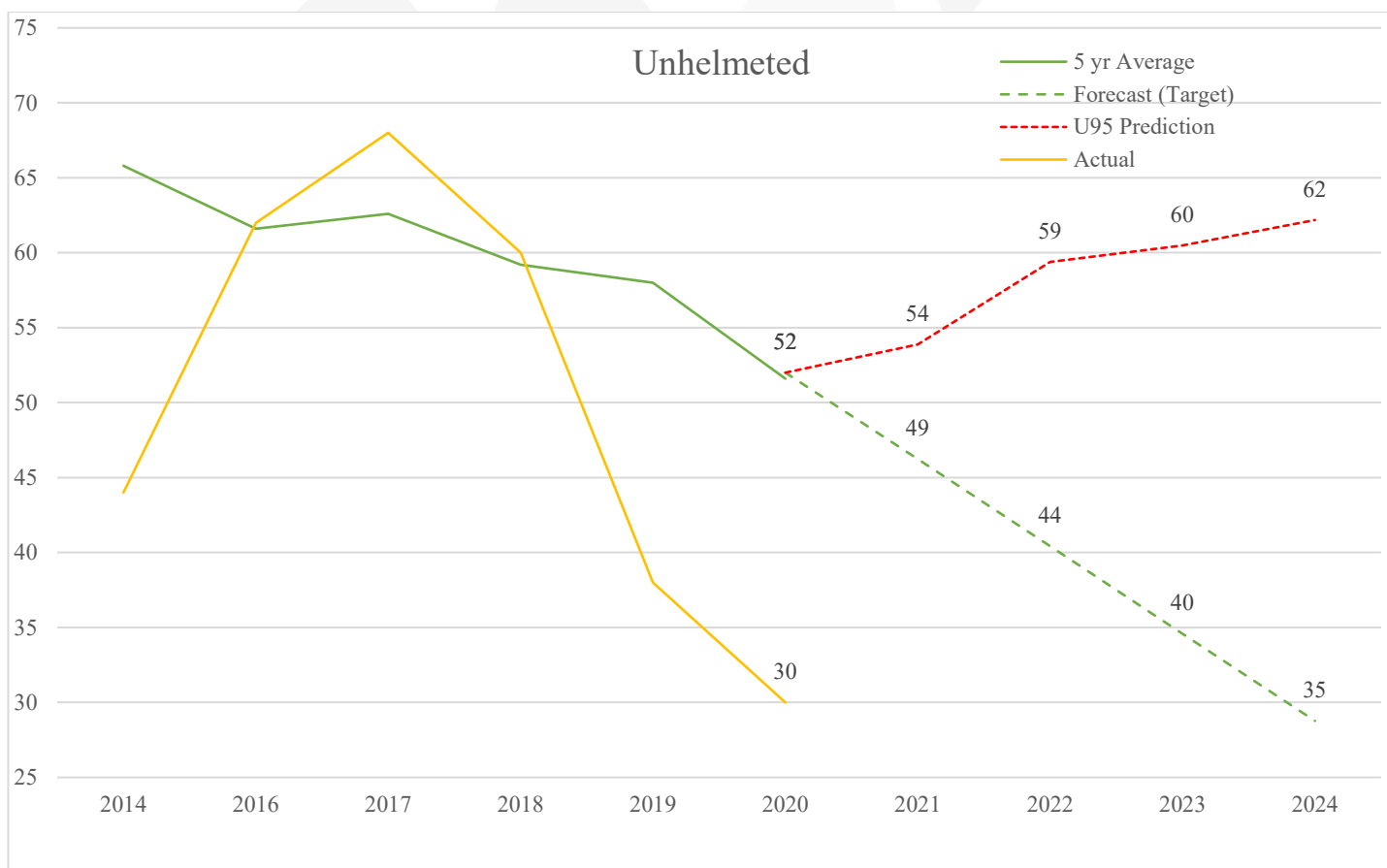


## Planned Performance Measure: C-8

### Target Justification

**Target C-8: To decrease the number of unhelmeted motorcycle fatalities from 60 in 2018 to 44 in 2022.**

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.

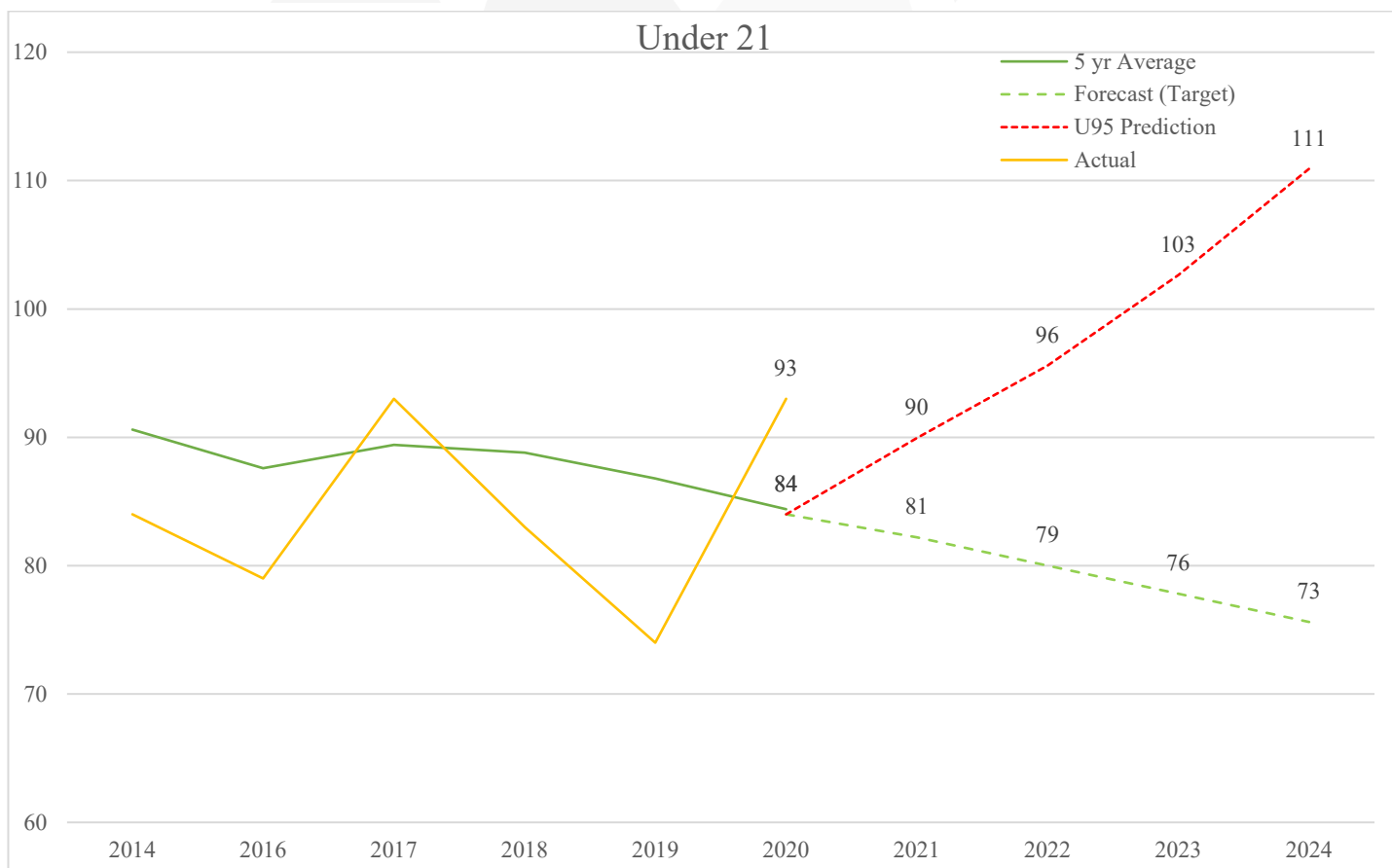


## Planned Performance Measure: C-9

### Target Justification

**Target C-9: To decrease the number of drivers under the age of 21 involved in fatal crashes from 83 in 2018 to 80 in 2022.**

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.



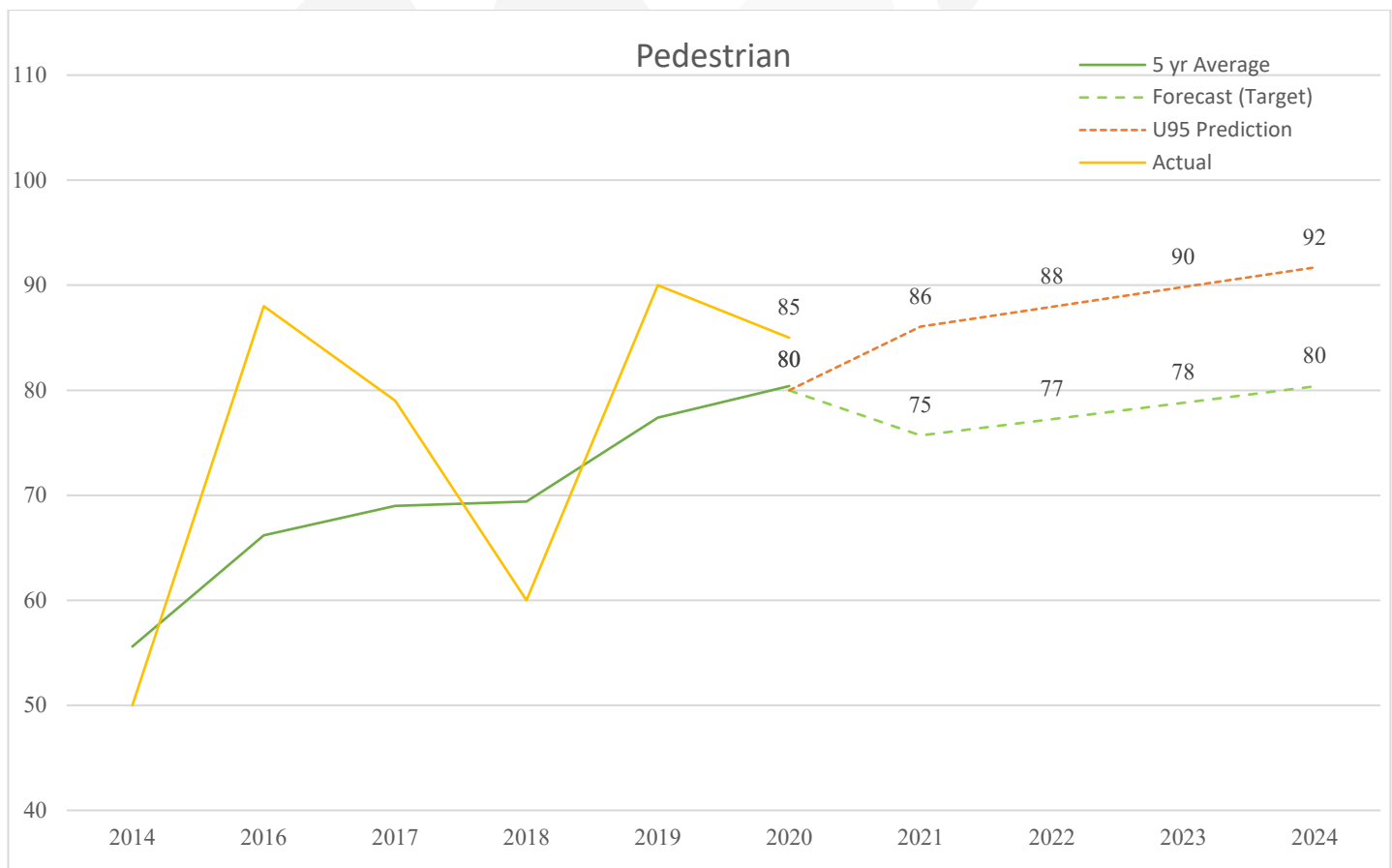


## Planned Performance Measure: C-10

### Target Justification

**Target C-10: To limit the increase of the number of pedestrian fatalities from 60 in 2018 to 77 in 2022.**

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.

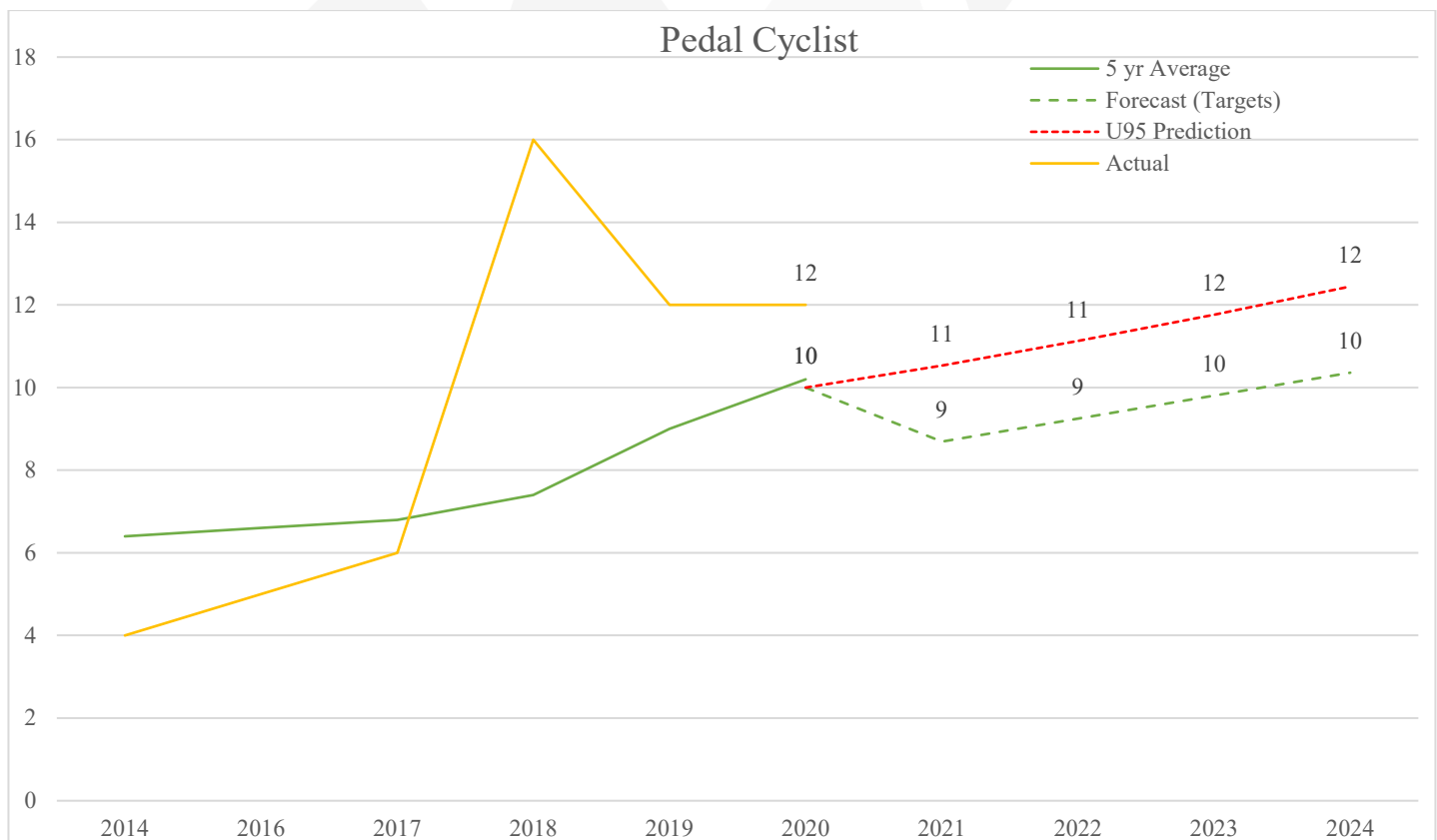


## Planned Performance Measure: C-11

### Target Justification

**Target [C-11]: To decrease the number of pedal cyclist fatalities from 16 in 2018 to 9 in 2022.**

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.

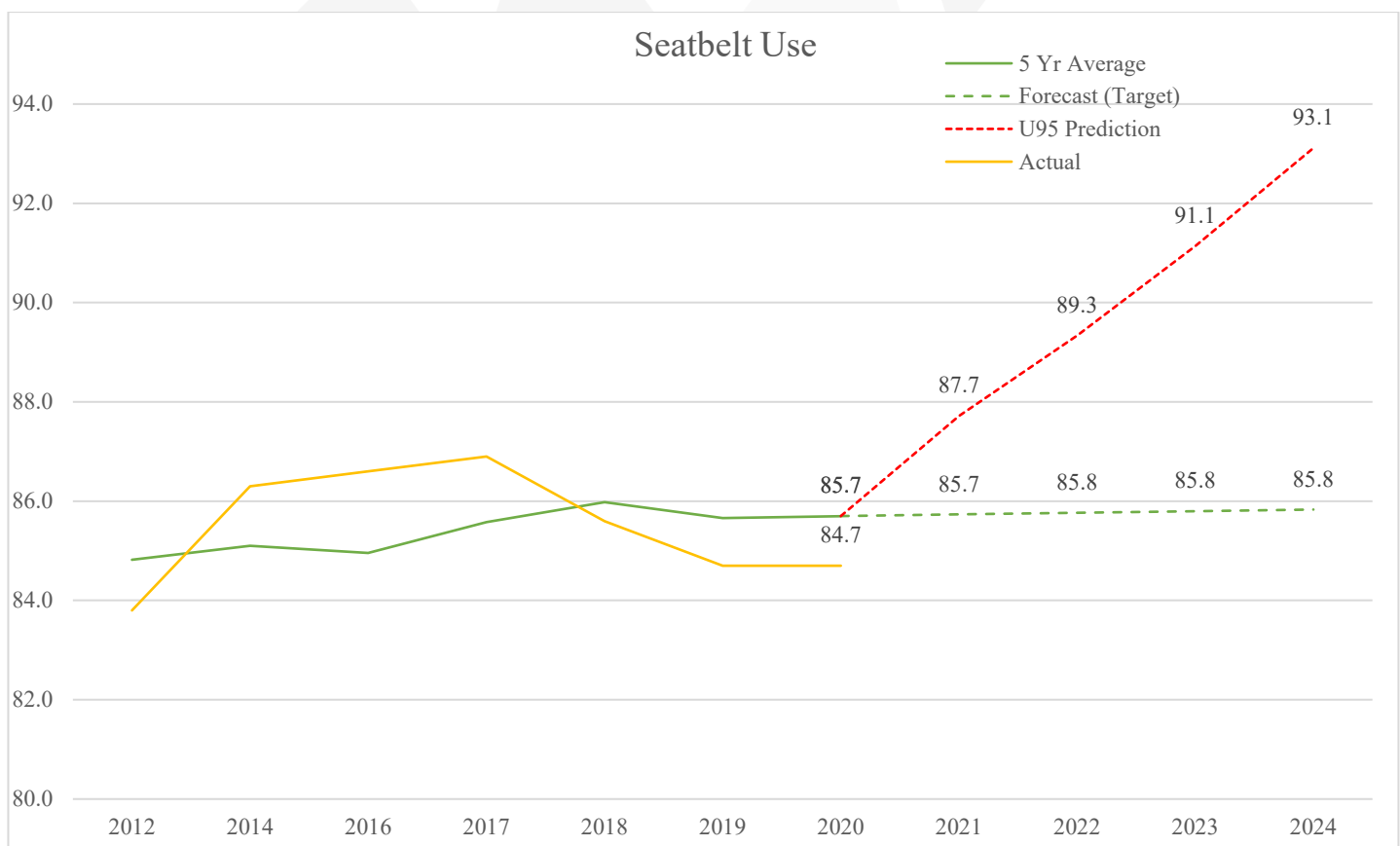


## Planned Performance Measure: B-1

### Target Justification

**Target B-1: To increase the statewide safety belt use rate from 85.6% in 2019 to 85.8% in 2022.**

A trend analysis based on the 5-year moving average was conducted for each of the Core Performance Measures, the results reviewed, and future performance measures and targets established. If additional variables are introduced with the potential to have a highly significant effect on the designated target, such as a major recession, passage of new laws, or a worldwide health crisis those factors were also considered, reviewed and an explanation provided as to any targets set varying from the established trend line targets. For the three performance measures common to the SHSP, HSP, and HSIP, an additional evaluation analysis was performed by the University of Central Oklahoma to further assist in strategic planning utilizing additional tools such as Autoregressive Integrated Moving Average (ARIMA). 2019 is the latest final FARS data available; therefore, final Oklahoma data for 2020 was used to assist in target setting purposes.



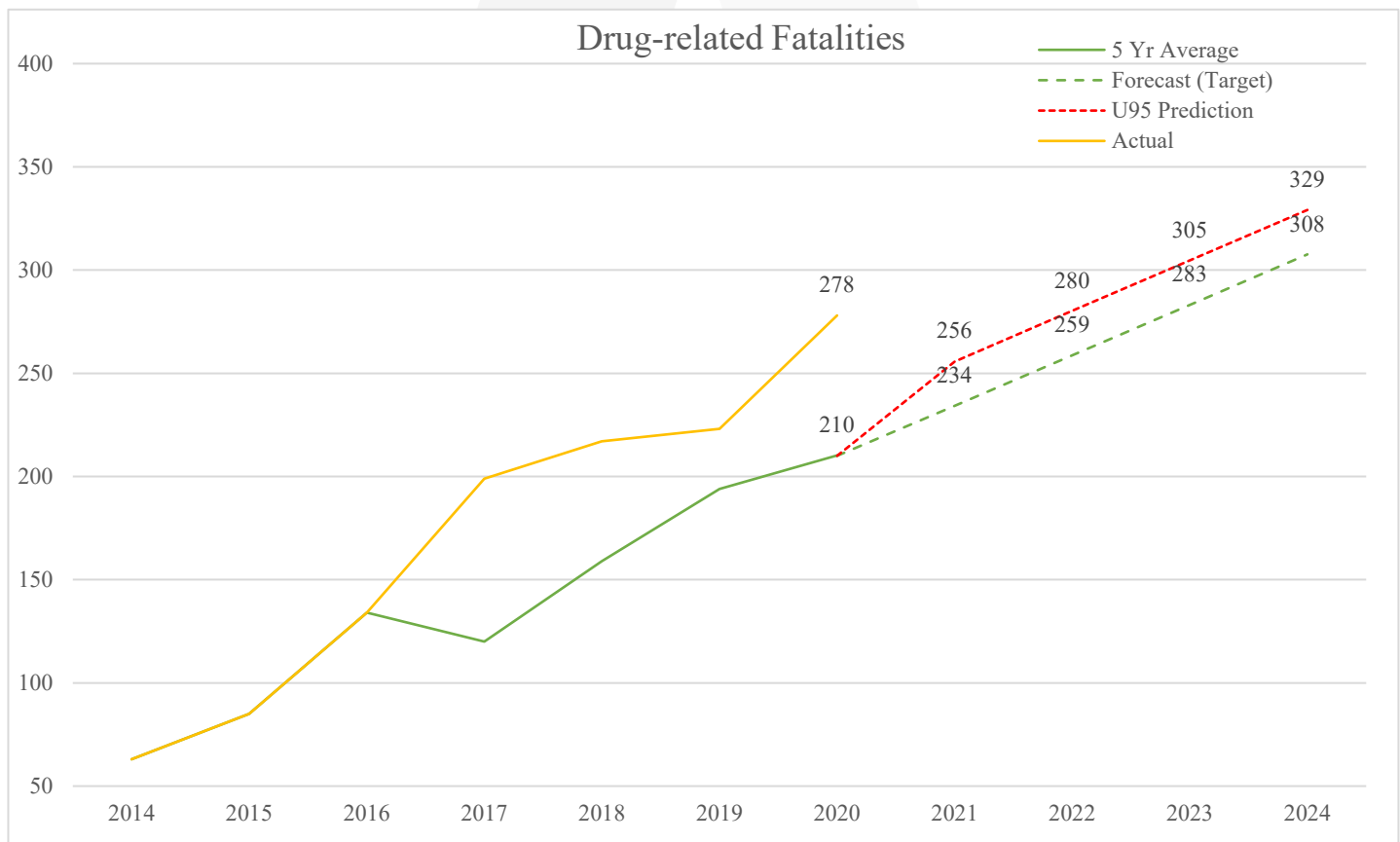
## Planned Performance Measure: S-5a

### Target Justification

**Target S-5a: Target: To limit an increase of drug-related fatalities from 217 in 2018 to 259 in 2022.**

Drug-related crashes continue to increase in Oklahoma. Beginning in 2014, a better analysis process involving both state and FARS data was developed to better track drug-related crash data. The data shown prior to 2014 is considered an inaccurate picture of the drug-related fatalities problem identification. The chart below shows the upward trend in this area. Opioid overuse is a recognized problem in Oklahoma. It is likely that Oklahoma will not see a significant decrease in this measure, due in part to the medical marijuana law and more accurate reporting.

For 2018, data reflects 217 drug-related fatalities. This number will continue to increase once other data sources are included into the analysis. As the chart below reflects a significant trend increase in drug-related fatalities.



## Grant Program Activity Reporting

### A-1) Number of seat belt citations issued during grant-funded enforcement activities

Seat belt citations: 11,186

Fiscal Year A-1: **2020**

### A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Impaired driving arrests: 1,568

Fiscal Year A-2: **2020**

### A-3) Number of speeding citations issued during grant-funded enforcement activities

Speeding citations: 48,901

Fiscal Year A-3: **2020**

## Program Areas

### *Planning and Administration*

OHSO monitors all projects to ensure the appropriate use of restricted funds (Sections 402 and 405 as well as State funds). During the grant selection process, the project’s primary program area and funding source are identified, and the project will be listed in the HSP. For example, a project identified as primarily an impaired driving project may combine funding from both Section 402 and Section 405 sources. Such multiple funding sources are delineated in the grant agreement description and assigned project number(s). The separate fund sources and activities are tracked and billed to the appropriate funding source.

### *Program Management by Program Area*

The below details the current Program Management by Program Area. Program Areas may be adjusted before and throughout the Fiscal Year; however, GTS will reflect the accurate Program Area percentages for each employee.

	P&A State	P&A Federal	TR	AL/M5	OP/M2	MC/M11	PS	PT	SE	STMC
Director – Paul Harris	35%	65%								
Deputy Director – DeAngela Gaymon	42%	43%	15%							
Chief of Resources – Marie Moore	35%	65%								
Chief of Plans – Mike Bray			15%	15%	16%	15%		39%		
Senior Programs Manager – Vacant				15%	18%	15%	5%	42%	5%	
Administrative Assistant – Angela Villarreal		100%								
Program Manager – Sam Harcrow					46%	25%	8%	21%		
Program Manager – Jaclynn Frace				46%	8%	8%	8%	22%	8%	
Program Manager – Kelli Bruemmer				12%	0%	12%	0%	76%		
Program Manager – Nicole Morlock-Biron				8%	9%	8%		25%		50%
Program Manager - Vacant				15%	18%	15%	5%	42%	5%	
Program Manager - Vacant				15%	18%	15%	5%	42%	5%	
Communications Manager – Cody McDonell				15%	18%	15%	5%	42%	5%	
Accountant - Vacant	100%									
Data Analyst – Amy Graham			100%							

Project Number	Project Title	Fund Source	Fund Estimate
PA-22-07-01-00	Planning and Administration	402	\$254,172
<b>Countermeasures:</b> Planning and Administration		<b>Planned Activity:</b> Planning and Administration	
<b>Planned Activity Description</b>			
Costs include travel, training, office rent, office machines, office supplies, and other appropriate administrative expenditures. Personnel services to manage and provide administrative services for all Oklahoma Highway Safety Programs are reflected in the above chart. (expressed as a percentage of federal funding used for each full-time position).			
<b>Intended Sub-recipient OHSO</b>		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> \$254,172		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

## ***Program Area: Impaired Driving***

### ***Description of Highway Safety Problem***

Impaired driving is a major concern not only in Oklahoma but also across the nation, resulting in thousands of lives each year lost needlessly, and life-changing injuries received. This project will involve a comprehensive program of high-visibility enforcement, training, and education; the impaired driving project will involve several projects and programs as listed in the impaired driving section.

### ***Countermeasure Strategy for Impaired Driving***

Breath Test Devices (BTD)
High Visibility Enforcement
Highway Safety Office Program Management
Impaired Driving Prevention Paid Media
Judicial Education
Laboratory Testing Equipment
Law Enforcement Outreach Liaison
Law Enforcement Training
Public Information and Education
Publicized Sobriety Checkpoints

### ***Countermeasure Strategy: Breath Test Devices***

#### **Project Safety Impacts**

BTDs such as the Intoxilyzer 8000, is a commonly used and recognized countermeasure in testing for the presence of alcohol in a person's system. The Intoxilyzer, recognized in Oklahoma as an approved device with results admissible in court proceedings.

#### **Linkage between Program Area**

The BTD is an invaluable tool in impaired driving enforcement and in removing impaired drivers from the roadway, thereby decreasing the number of serious injury or fatality crashes related to alcohol-impaired driving. In Oklahoma, identified BTDs considered prima facie evidence in court proceedings as evidence of intoxication. The use of BTDs commonly approved for impaired driving projects in Oklahoma, based on available funding and project needs.

#### **Rationale for Selection**

Enforcement is an important element of Oklahoma's efforts to address impaired driving. Oklahoma Board of Tests (BOT) has identified a noticeable gap in the numbers of trained breath test operators across the state. This program is designed to provide breath test operator training regionally to law enforcement agencies to increase the number of operators across the state. Regional access allows for added convenience for more agencies to participate, alleviating added travel expenses and relieving the burden for understaffed agencies. Finally, there is a lack of communication with officers in the field regarding the importance of impaired driving enforcement and a lack of follow-up or refresher training once officers are certified as Breath Test Operators. ENDUI Advisory Committee previously identified several training priorities related to impaired driving enforcement. Included in these priorities is the necessity for the coordination of DUI training and the provision of advanced DUI enforcement training. Additionally, the provision of NHTSA's ARIDE training would prepare law enforcement officers to combat drug-impaired driving in Oklahoma. Similarly, SFST training and SFST refreshers will better prepare law enforcement to combat alcohol-impaired driving.

## ***Countermeasure Strategy: High Visibility Enforcement (HVE)***

### **Project Safety Impacts**

State and Local Impaired Driving HVE is a proven strategy that includes targeted enforcement focusing on specific violations such as impaired driving, failure to wear seatbelts, and speeding. Additional HVE strategies may include the use of integrated enforcement during specific times of the day or night where more crashes are occurring, daytime impaired driving checkpoints; short-term high-visibility enforcement within identified safety corridors; and increased nighttime seat belt enforcement activities. HVE, including participation in the national seat belt and impaired driving mobilizations, is required of all law enforcement grants.

### **Linkage between Program Area**

There is a longtime established relationship between impaired driving, HVE, and education in reducing traffic-related fatalities. Law Enforcement efforts, when enhanced with overtime enforcement efforts, is a valuable tool to support a state or local impaired driving project and is an accepted and supported practice across the nation. A large portion of funding is used to support such efforts to find and remove impaired drivers from the road. Alcohol-related crashes more typically occur during late evening and early morning hours. Fatal and injury alcohol-related crashes occurred more often between 8:00 p.m. and 4:00 a.m. and more often on Saturday and Sunday than any other day of the week. Impaired-driving projects will involve a comprehensive program of HVE, training, and education.

### **Rationale for Selection**

HVE should be a component of any impaired-driving enforcement project funded through the OHSO.

## ***Countermeasure Strategy: Highway Safety Office Program Management***

### **Project Safety Impacts**

The OHSO will provide trained, qualified personnel to develop, monitor, coordinate, and manage the various Impaired Driving Prevention projects.

### **Linkage between Program Area**

OHSO Program Manager will oversee the selected Impaired Driving program to determine if projected activity milestones are being met, funds are being utilized properly, and assist as needed to facilitate the success of the project activities and to meet performance targets.

### **Rationale for Selection**

The oversight of Federally funded programs is a requirement to qualify for funding to prevent misuse and abuse of both Federal and State dollars directed toward highway safety efforts.

## ***Countermeasure Strategy: Impaired Driving Prevention Paid Media***

### **Project Safety Impacts**

To reinforce the overall brand of the OHSO, and the many campaigns and messages that we deliver, OHSO developed a strategic communications plan. Strategic marketing is in its best form when all types of communication channels considered, and strategies decided before tactics and creative execution is developed. In its most basic form, marketing is about reaching your audience and communicating a message. We must decide what actions we want our audience to take, and how we will move them forward in the marketing journey. We need to disseminate messages that generate awareness of a cause but then employ further tactics to increase education, generate engagements, and ultimately convert our audience into brand advocates.



## **Linkage between Program Area**

The best way to influence behavior change is through a proven and scientific practice called social marketing. Social marketing means influencing behavior. We are attempting a behavior change. In this case, a behavior change that encourages our targets to adopt safe driving practices to reduce traffic accidents and related consequences. Changing behavior in society is hard, and it will not happen overnight.

No single tactic is most appropriate with social marketing campaigns. Our plans provide for multiple touchpoints that communicate with the target at the most appropriate times. Depending on the target and the campaign, we utilize traditional paid channels (television, radio, billboards, etc.) and digital channels (digital display ads, video, paid social media, etc.). We also utilize earned and owned media to communicate with the target and stakeholders. This includes public relations, social media, and other one-off tactics.

## **Rationale for Selection**

Through Paid Media, evidence-based strategies are employed to reach audiences statewide with traffic safety messages addressing impaired driving Oklahoma ENDUI program as well as national mobilizations. Identified markets include sports venues, and local audience targeted programming and support of national mobilization efforts. The program is designed to reach all seventy-seven counties as outlined in the OHSO Communications Plan, targeting the appropriate audience with a powerful message. Effective Paid Media can aid in decreasing the number and severity of traffic crashes overall.

### ***Countermeasure Strategy: Judicial Education***

#### **Project Safety Impacts**

The goal of the State Judicial Educator (SJE)/Judicial Outreach Liaison (JOL) project is to educate members of the judiciary on impaired driving issues. The SJE/JOL project will provide training to judges and other members of the court on issues relating to the adjudication of impaired drivers. It will consist of training on topics that may include sentencing, clinical assessment, case management strategies, evaluation of outcomes, and treatment options. The SJE/JOL will provide support for education, outreach, and technical assistance to enhance the professional competence of all persons performing judicial branch functions.

## **Linkage between Program Area**

Enforcement and education cannot be effective without fair prosecution and sentencing. Proper training and education of those responsible for the judicial side of impaired driving provide the means for a clear and unambiguous in the prosecution and adjudication of impaired driving arrests.

## **Rationale for Selection**

The use of Judicial Outreach Liaisons (JOLs) and Traffic Safety Resource Prosecutors (TSRPs) has been recognized as an effective evidence-based strategy to provide training and education to local and state officers charged with the disposition of impaired driving cases and who may have received little or no training in the specifics of impaired driving laws and case records.

### ***Countermeasure Strategy: Laboratory Drug Testing Equipment***

#### **Project Safety Impacts**

“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.”[1] 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.

[1] NHTSA Challenges and Defenses II, DOT HS 811707, March 2013

### **Linkage between Program Area**

The use of laboratory analysis to determine both blood alcohol levels and the presence of other types of intoxicants is crucial in the prosecution and adjudication of impaired driving arrests. The funding in this area will be used to support projects that provide timely and accurate testing and reporting of blood sample analyses. Over the last several years, the period for conducting and reporting the results of analyses has decreased from several months to under 30 days in most cases.

### **Rationale for Selection**

The Oklahoma State Bureau of Investigation is the primary agency in Oklahoma responsible for testing and analysis of blood samples. The funding for the project will fund personnel conducting analyses, devoting 100% of their time to impaired driving analyses.

### ***Countermeasure Strategy: Law Enforcement Outreach Liaison***

#### **Project Safety Impacts**

To aid in the promotion and enforcement of impaired driving activities, the OHSO will employ five (5) full-time Highway Patrol troopers, to include one Statewide Impaired Driving Enforcement Coordinator and four (4) full-time Impaired Driving Liaisons (IDLs). The IDLs are primarily tasked with the implementation and coordination of regional impaired driving areal-wide efforts to promote checkpoints and STEP programs directed at impaired driving as well as assisting with any training that may be needed.

### **Linkage between Program Area**

The OHP Impaired Driving Enforcement Coordinator is responsible for facilitating and coordinating the activities of the statewide IDLs, field troops, and local agencies in the identification of problem areas and coordination of scheduling and reporting impaired driving-related activities. Under the immediate direction of an Impaired Driving Liaison, there are also four Mobile Command Centers used in support of these efforts.

### **Rationale for Selection**

The use of Law Enforcement Liaisons recognized for many years as an effective way to promote directed efforts to promote traffic safety. The Impaired Driving Liaison is an Oklahoma initiative to maximize impaired driving efforts to address the problem. The effort has proven to be effective and recognized regionally and nationally as a progressive type initiative.

### ***Countermeasure Strategy: Law Enforcement Training***

#### **Project Safety Impacts**

Proper training is essential to effective performance, especially in Law Enforcement. The training will improve the effectiveness of law enforcement in recognizing and removing impaired drivers from the roadways. Impaired driving detection is often difficult and requires specialized training in areas such as SFST, ARIDE, DRE, OP, legal updates, performance expectations, and others.

### **Linkage between Program Area**

When possible and necessary, funding provided for agencies to send personnel to law enforcement training as described above. The amount of funding is oftentimes based on the type of training provided and the agency's distance from the training site.

## **Rationale for Selection**

All impaired driving activities, as well as other types of activities, have the potential for needed training that are reviewed during the application selection and funding process.

### ***Countermeasure Strategy: Public Information and Education***

#### **Project Safety Impacts**

Public Information and Education, done properly, is a universally long-recognized countermeasure to aid in achieving a change in attitudes and behaviors. This project will support the traffic safety education activities of the full-time deputy in public information and education efforts by purchasing an impaired driving simulator for use in those efforts. While the impact of traffic safety education cannot realistically be measured quantitatively, public information and education is a primary countermeasure that has been recognized as an effective part of any traffic safety program.

#### **Linkage between Program Area**

Effective impaired driving efforts must include both enforcement and education (NHTSA Countermeasures That Work, 9th Edition, 2017). The use of designated alcohol-impaired driving prevention will be used to fund this program purchase.

## **Rationale for Selection**

The use of designated alcohol-impaired driving prevention funding will be used to fund this program purchase for the purposes and strategies previously explained.

### ***Countermeasure Strategy: Publicized Sobriety Checkpoints***

#### **Project Safety Impacts**

Publicized sobriety checkpoints are a recognized countermeasure in NHTSA Countermeasures That Work 9th edition. Checkpoints combined with saturation patrols, multi-agency cooperation, and publicized checkpoint PI&E before the event used on a statewide basis to deter and remove impaired drivers from the roadway. The OHSO will employ six Impaired Driving Liaisons as well as a Statewide Impaired Driver Law Enforcement Coordinator to support this countermeasure activity.

#### **Linkage between Program Area**

There is a direct relationship between impaired driving prevention and the use of impaired driving checkpoints as supported by Countermeasures That Work. Oklahoma will allocate funds to support these activities to address the number and severity of traffic crashes involving drivers impaired by alcohol, drugs, or other substances. Approximately 45% of grant funds allocated to the area of impaired driving, but the amounts that will be used in this activity cannot be identified at this time.

## **Rationale for Selection**

Sobriety checkpoints, along with saturation patrols, public education, and treatment programs identified by the OHSO Impaired Driving Strategic Plans as valuable countermeasures in impaired driving prevention.

**Planned Activities in Countermeasure Strategy: Impaired Driving**

<b>Planned Activity Name</b>
Program Management
State and Local Impaired Driving High Visibility Enforcement (HVE)
Impaired Driving Law Enforcement Training (405d)
Impaired Driving Public Ed and Media (405d)
Impaired Driving Statewide Law Enforcement Coordinator
Laboratory Drug Testing Equipment
Judicial Education

Project Number	Project Title	Fund Source	Fund Estimate
M5TR-22-05-01-08	Impaired Driving Training Project	405(d)	\$67,200
<b>Countermeasure:</b> Breath Test Devices		<b>Planned Activity:</b> Impaired Driving Law Enforcement Training	
<b>Planned Activity Description</b>			
<p>The Oklahoma BOT Impaired Driving Training project will fund, at 100%, a Training Program Administrator (TPA) to promote, coordinate and provide impaired driving training throughout the State of Oklahoma for criminal justice professionals. The training to be provided will include, but is not limited to, SFST initial and refresher, ARIDE, Breath Test Operator initial and refresher, Blood Kit Refresher, and Cops in Court. Unless otherwise determined feasible by the TPA, training will occur in January through October due to the re-certification process for the Breath Test Operators. Training will be coordinated insofar as possible with other CLEET approved training. The training will be related to alcohol/drug testing recommendations set forth by the ENDUI Oklahoma Advisory Committee in the Statewide Impaired Driving Strategic Plan. It will be conducted strategically to ensure training gaps are covered as much as possible throughout the state, to maintain or increase the number of trained criminal justice professionals. The TPA will work with the OHSO Program Manager to refine practices with which to locate training gaps throughout the state.</p>			
<b>Intended Sub-recipient:</b> Oklahoma Board of Test		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M5HVE-22-03-02-16	Impaired Driving HVE	405(d)	\$146,303
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local Impaired Driving HVE	
<b>Planned Activity Description</b>			
<p>Under the direction of the grant-funded Statewide Impaired Driving Law Enforcement Coordinator, the Oklahoma Highway Patrol will conduct High Visibility Enforcement (HVE) efforts within each of the thirteen geographical OHP Troop Headquarters statewide. The Coordinator will work with Troops A through M personnel to facilitate overtime assignments at high-risk locations within each Troop area, utilizing evidence-based countermeasure strategies.</p>			
<b>Intended Sub-recipient:</b> Oklahoma Highway Patrol		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b>			

Project Number	Project Title	Fund Source	Fund Estimate
AL-22-03-01-19	Impaired Driving HVE	402	\$65,968
<b>Countermeasures:</b> HVE & Publicized Sobriety Checkpoints		<b>Planned Activity:</b> State and Local Impaired Driving HVE	
<b>Planned Activity Description</b>			
<p>The Lawton Police Department will conduct high visibility enforcement in support of State and National goals to reduce the incidence of impaired driving in our community. Officers will work in an overtime capacity to identify impaired driving violations. Officers will be directed to areas where impaired driving crashes most often occur. The Project Director will utilize all data available to direct officers to the locations and times that crashes have been occurring. Those officers will work high visibility enforcement and saturation patrols in those identified areas. Saturation patrols and sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts. Public information and education will be conducted monthly. This will be an effort to inform and educate the public on the dangers of impaired driving, as well as the agency's ongoing effort to deter this type of activity.</p>			
<b>Intended Sub-recipient:</b> Lawton PD		<b>Staff Oversight:</b> Dee Gaymon	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$65,968	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
AL-22-03-02-18	Impaired Driving HVE	402	\$111,449
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local Impaired Driving HVE	
<b>Planned Activity Description</b>			
<p>The Oklahoma City Police Department will conduct overtime enforcement in support of the State and National goals to reduce the incidence of impaired driving in our community. The Project Director will utilize all data and reference sources to identify those times, and locations having a significant crash rate involving alcohol-impaired drivers including but not limited to, DDACTS, crash reports, arrest records, and OHSO data. Officers will be assigned to work high visibility enforcement (HVE), and saturation patrols in identified areas. Saturation patrols and sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible. Public information supporting enforcement (PI&amp;E) activities will be conducted monthly as part of the HVE effort to inform and educate the public on the dangers of impaired driving as well as the agency's ongoing effort to deter this activity. Activity will be conducted in support of state and national impaired driving mobilizations.</p>			
<b>Intended Sub-recipient:</b> Oklahoma City PD		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$111,449	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
AL-22-03-03-16	Impaired Driving HVE	402	\$120,000
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local Impaired Driving HVE	
<b>Planned Activity Description</b>			
<p>The Impaired Driving Liaisons (IDLs) project will utilize six full-time Oklahoma Highway Patrol Troopers to act as liaisons to implement activities in support of national highway safety goals in reducing motor vehicle collisions, focusing specifically on alcohol and drug-related impaired driving, and assist local law enforcement concerning impaired driving enforcement. Coordination of regional multi-jurisdiction events will occur regularly, to include checkpoints and saturation patrols. Public information and education events, along with media releases when appropriate, will be used to inform the public of events and relevant traffic safety issues. Also, the IDLs will conduct visits with local law enforcement agencies in support of National Highway Safety initiatives, including "Drive Sober or Get Pulled Over" mobilizations and will assist in post-mobilization activity reporting.</p>			
<b>Intended Sub-recipient:</b> Oklahoma Highway Patrol		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
AL-22-07-04-00	Impaired Driving Program Management	402	\$162,628
<b>Countermeasures:</b> Highway Safety Office Program Management		<b>Planned Activity:</b> Program Management	
<b>Planned Activity Description</b>			
<p>OHSO Program Manager will oversee the selected Impaired Driving program to determine if projected activity milestones are being met, funds are being utilized properly, and assist as needed to facilitate the success of the project activities and to meet performance targets.</p>			
<b>Intended Sub-recipient:</b> OHSO		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M5PEM-22-02-01-04	Impaired Driving Media	405(d)	\$80,000
<b>Countermeasures:</b> Impaired Driving Prevention Paid Media		<b>Planned Activity:</b> Impaired Driving Public Education and Media	
<b>Planned Activity Description</b>			
<p>In support of national and state high visibility enforcement campaigns, media project objectives include reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above and educating the public on the risks of impaired driving.</p>			
<b>Intended Sub-recipient:</b> Alliance Sports Marketing		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M5PEM-22-02-06-06	Impaired Driving Media	405(d)	\$40,000
<b>Countermeasures:</b> Impaired Driving Prevention Paid Media		<b>Planned Activity:</b> Impaired Driving Public Education and Media	
<b>Planned Activity Description</b>			
In support of national and state high visibility enforcement campaigns, media project objectives include reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above and educating the public on the risks of impaired driving.			
<b>Intended Sub-recipient:</b> VI - Concerts		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M5PEM-22-02-03-03	Impaired Driving Media	405(d)	\$57,000
<b>Countermeasures:</b> Impaired Driving Prevention Paid Media		<b>Planned Activity:</b> Impaired Driving Public Education and Media	
<b>Planned Activity Description</b>			
In support of national and state high visibility enforcement campaigns, media project objectives include reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above and educating the public on the risks of impaired driving.			
<b>Intended Sub-recipient:</b> Sports Marketing - OKC Dodgers		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M5PEM-22-02-05-06	Impaired Driving Media	405(d)	\$650,000
<b>Countermeasures:</b> Impaired Driving Prevention Paid Media		<b>Planned Activity:</b> Impaired Driving Public Education and Media	
<b>Planned Activity Description</b>			
In support of national and state high visibility enforcement campaigns, media project objectives include reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above and educating the public on the risks of impaired driving.			
<b>Intended Sub-recipient:</b> VI		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M5PEM-22-02-02-01	Impaired Driving Media	405(d)	\$35,000
<b>Countermeasures:</b> Impaired Driving Prevention Paid Media		<b>Planned Activity:</b> Impaired Driving Public Education and Media	
<b>Planned Activity Description</b>			
In support of national and state high visibility enforcement campaigns, media project objectives include reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above and educating the public on the risks of impaired driving.			
<b>Intended Sub-recipient:</b> Sports Marketing - Tulsa		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M5PEM-22-02-04-02	Impaired Driving Media	405(d)	\$30,000
<b>Countermeasures:</b> Impaired Driving Prevention Paid Media		<b>Planned Activity:</b> Impaired Driving Public Education and Media	
<b>Planned Activity Description</b>			
In support of national and state high visibility enforcement campaigns, media project objectives include reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above and educating the public on the risks of impaired driving.			
<b>Intended Sub-recipient:</b> Sports Marketing – OKC Energy		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M5CS-22-02-01-04	Impaired Driving Judicial Education	405(d)	\$59,964
<b>Countermeasures:</b> Judicial Education		<b>Planned Activity:</b> Judicial Education	
<b>Planned Activity Description</b>			
The goal of the State Judicial Education (SJE) project is to educate members of the judiciary on impaired driving issues. The program must include strategic planning and strong program implementation. Judicial education and outreach is aimed at educating professionals in the adjudication process, targeting judges, and will encompass both Municipal Courts and District Courts to reduce impaired driving and increase public safety throughout the state. The SJE project, primarily through the Judicial Outreach Liaison (JOL), will provide training to judges and other members of the court on issues relating to the adjudication of impaired driving cases. It may include training on topics such as sentencing options, use of clinical assessments and treatment options, case management strategies, use of technical evidence such as standard field sobriety testing and drug recognition experts.			
<b>Intended Sub-recipient:</b> Oklahoma Bar Association		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			



Project Number	Project Title	Fund Source	Fund Estimate
M5X-22-05-01-14	Laboratory Drug Testing Equipment	405(d)	\$252,897
<b>Countermeasures:</b> Laboratory Testing Equipment		<b>Planned Activity:</b> Laboratory Drug Testing Equipment	
<b>Planned Activity Description</b>			
The OSBI will continue to employ two (2) full-time Criminalists, devoting 100% of their time to the analysis of blood samples for alcohol and drugs, including THC and other drugs, as requested in impaired driving cases. Once training is complete, if necessary, they will perform analysis on blood samples utilizing GC/MSD (gas chromatograph/mass selective detector) and the LC/MS/MS (liquid chromatography/tandem mass spectrometry) instruments previously provided through OHSO grant funding. The overarching goal of this project is to eliminate the backlog and complete analysis of blood samples on time (30 days) and provide reports as quickly as possible to avoid delays in the prosecution of DUI/DUID cases. This assistance potentially reduces continuations in court dates that could result as District Attorneys are forced to wait on laboratory results. For this project, the backlog is defined as any blood sample analysis that is 30 days or older, with a target turnaround time of 30 days or less per case.			
<b>Intended Sub-recipient:</b> OSBI		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M5HVE-22-03-01-16	Impaired Driving Law Enforcement Outreach	405(d)	\$788,048
<b>Countermeasures:</b> Law Enforcement Outreach Liaison		<b>Planned Activity:</b> Impaired Driving Statewide Law Enforcement Coordinator	
<b>Planned Activity Description</b>			
The Impaired Driving Liaisons (IDLs) project will utilize six full-time Oklahoma Highway Patrol Troopers to act as liaisons to implement activities in support of national highway safety goals in reducing motor vehicle collisions, focusing specifically on alcohol and drug-related impaired driving, and assist local law enforcement concerning impaired driving enforcement. Coordination of regional multi-jurisdiction events will occur regularly, to include checkpoints and saturation patrols. Public information and education events, along with media releases when appropriate, will be used to inform the public of events and relevant traffic safety issues. Also, the IDLs will conduct visits with local law enforcement agencies in support of National Highway Safety initiatives, including the "Drive Sober or Get Pulled Over" mobilizations and will assist in post-mobilization activity reporting.			
<b>Intended Sub-recipient:</b> Oklahoma Highway Patrol		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> Yes, Chevrolet Tahoe w/police package @ \$70,000 Utilized for sobriety checkpoints and DUI saturations. The vehicle will be used in the field to assist other Troopers and law enforcement officers by responding to DUI stops using the Intoxilyzer and have SFST's recorded on an in-car video camera from the ENDUI patrol unit. This vehicle will also be used during Public Information and Education events.			

Project Number	Project Title	Fund Source	Fund Estimate
M5TR-22-03-03-19	Impaired Driving Law Enforcement Training	405(d)	\$194,499
<b>Countermeasures:</b> Law Enforcement Training		<b>Planned Activity:</b> Impaired Driving Law Enforcement Training 405(d)	
<b>Planned Activity Description</b>			
Continuing professional education opportunities for prosecutors, court professionals, and law enforcement to improve their ability to effectively prosecute/adjudicate misdemeanor and felony Driving Under the Influence of alcohol or drugs (DUI). Possible topics include, but are not limited to Legal Updates, Cops in Court training, Current & Emerging Technologies in DUI prosecutions, Prosecuting the Drug Impaired Driver, and Checkpoints & No Refusal Operations.			
<b>Intended Sub-recipient:</b> DAC		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			
Project Number	Project Title	Fund Source	Fund Estimate

Project Number	Project Title	Fund Source	Fund Estimate
M5BAC-22-02-01-18	Law Enforcement Training – DRE	405(d)	\$152,800
<b>Countermeasures:</b> Law Enforcement Training		<b>Planned Activity:</b> Impaired Driving Law Enforcement Training 405(d)	
<b>Planned Activity Description</b>			
The Oklahoma City Police Department will coordinate and conduct training classes and certification sessions to train officers from various areas of the state to become Drug Recognition Experts and increase enforcement of DUI laws. Oklahoma City PD will work to expand the DRE program by a minimum of 30 new DREs by providing a DRE training course. Student officers for the DRE training class will be selected from various parts of the state to provide the most beneficial coverage possible throughout the state. The course will be comprised of a 2-day pre-school verifying SFST skills, a 7-day classroom training session, and certification nights. In which students evaluate impaired persons and complete certification requirements as set by IACP International Standards. The Drug Evaluation and Classification Course will be conducted as outlined by the IACP and NHTSA. A training class will also be conducted to train additional DRE instructors to assist with the facilitation of classroom instruction and the certification training process.			
<b>Intended Sub-recipient:</b> Oklahoma City PD		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	

<b>Project Number</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Fund Estimate</b>
M5TR-22-02-02-06	Teen Safety Program	405(d)	\$121,945
<b>Countermeasures:</b> School Programs		<b>Planned Activity:</b> Teen Safety School Programs	
<b>Planned Activity Description</b>			
<p>Schools offer an ideal setting to reach teenagers with prevention education but are not required to implement evidence-based prevention programs that address underage drinking and its consequences, including impaired driving. Features of the AlcoholEdu for High School program allow students to travel virtually through a community to understand better the risks around drinking alcohol and apply their learning in the areas of blood alcohol concentration (BAC), standard drinking definition, effects of alcohol on the mind/body, protective strategies, bystander intervention, and laws that prohibit underage drinking and impaired driving. The program, directed at adolescents, has demonstrated positive outcomes in increasing alcohol-related knowledge, decreasing acceptance of underage drinking, reducing underage drinking, reducing youth riding with an intoxicated driver, and students driving while impaired. The proposed project will utilize funds to increase the number of schools implementing the AlcoholEdu for High School program through outreach. Funds will be used to overcome a barrier to program implementation at the high school level by providing licensing fees for implementation. The ODMHSAS will maintain a full-time Project Director that will devote 10% of his/her time to oversight of the project, including submission of required reports to OHSO.</p>			
<b>Intended Sub-recipient:</b> Department of Mental Health and Substance Abuse Services		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

## ***Program Area: Driver Education/Teen Traffic Safety Program***

### ***Description of Highway Safety Problem***

The primary goals of any traffic safety program are to identify, develop, and promote programs to positively affect a change in behavior to reduce the number and severity of traffic crashes. Traffic Safety information and education must reach drivers of all ages, but young drivers are especially prone to risky and unsafe driving behaviors. Several strategies will be employed to develop programs designed to educate the driver and influence behavioral changes in driving to decrease the number and severity of traffic crashes. Strategies proposed for the Driver Education program will have the potential to impact all areas of the state, based on available opportunities, with particular emphasis on texting and driving. The Alive at 25 program is often used by court systems in judicial adjudication. With the adoption of a new texting law effective November 1, 2015, greater emphasis will be placed on those programs promoting no texting and driving, including statewide paid media and educational efforts. Educational Alternatives is in the eighth year of a reviewed distracted driving program to curb distracted driving through school-related groups and peer to peer mentoring. The selected countermeasure strategies are evidence-based and have been shown to have a positive effect on changing attitudes, and behaviors related to these at-risk behaviors with the target of reducing the number of fatalities and injuries crashes involving distracted driving and risk-taking behaviors.

### ***Countermeasure Strategies for Drivers Education and Teen Traffic Safety Program***

Driver Education and Training
Public Information and Education
School Programs

### ***Countermeasure Strategy: Driver Education and Training*** **Project Safety Impacts**

The primary goals of any traffic safety program are to identify, develop, and promote programs to positively affect a change in behavior to reduce the number and severity of traffic crashes. Education must reach drivers of all ages, but young drivers are especially prone to risky and unsafe driving behaviors. Oklahoma has long had Driver Improvement Courses approved by the Department of Public Safety and the National Defensive Driving Course certified and presented by the Oklahoma Safety Council, and other school programs, such as the Cinema Driving Experience by the Children & Parent Resource Group or other such projects.

### **Linkage between Program Area**

Strategies proposed for the Driver Education program will have the potential to impact all areas of the state, based on available opportunities, with particular emphasis on texting and driving, but also inclusive of other programs aimed at improving driver skills.

The Oklahoma County Sheriff's Office will provide two full-time traffic safety education deputies to provide statewide training in traffic safety education. They will utilize a variety of equipment provided, including the rollover simulator and distracted/impaired driving simulators. The Alive at 25 program is often used by court systems in court adjudication of traffic offenses. With the adoption of a new texting law effective November 1, 2015, greater emphasis will be placed on those programs promoting no texting and driving, including statewide paid media and educational efforts. Operation Lifesaver is a rail grade/highway crossing safety education program aimed at reducing the number of vehicle/train crashes. The selected countermeasure

strategies are evidence-based and have been shown to have a positive effect on changing attitudes, and behaviors related to these at-risk behaviors with the target of reducing the number of fatalities and injuries crashes involving distracted driving and risk-taking behaviors.

### **Rationale for Selection**

Driver education programs, whether through in-person or “live” presentations or various social media platforms, are a vital link to bringing attention to safety topics that affect all drivers. As it has been repeated, enforcement and public education go hand in hand in efforts to reduce traffic crashes and injuries resulting from them. The Driver Education area and the Teen Safety area also go hand in hand and oftentimes overlap in their efforts.

#### ***Countermeasure Strategy: Public Information and Education***

### **Project Safety Impacts**

Public Information and Education, done properly, is a universally long-recognized countermeasure to aid in achieving a change in attitudes and behaviors. This project will support the traffic safety education activities of the full-time deputy in public information and education efforts by purchasing an impaired driving simulator for use in those efforts. While the impact of traffic safety education cannot realistically be measured quantitatively, public information and education is a primary countermeasure that has been recognized as an effective part of any traffic safety program.

### **Linkage between Program Area**

Effective information and education efforts must include NHTSA Countermeasures That Work. The use of designated alcohol-impaired driving prevention will be used to fund this program purchase.

### **Rationale for Selection**

The use of designated alcohol-impaired driving prevention funding will be used to fund this program purchase for the purposes and strategies previously explained. The two Driver Education Project Deputies with the Oklahoma County Sheriff’s Office employed by the OHSO will conduct driver education programs, including school programs, on a statewide basis; will conduct most of the school programs funded.

#### ***Countermeasure Strategy: School Programs***

### **Project Safety Impacts**

Public Information and Education, done properly, is a universally long-recognized countermeasure to aid in achieving a change in attitudes and behaviors. The public/private school systems provide a direct source of contact with young persons who soon may be drivers or who, like children, can have a direct impact on how parents drive. A variety of projects, through both normal PI&E efforts done by law enforcement agencies every day, or by directed school programs such as part of the duties of the Traffic Safety Officer project with Oklahoma County, school programs can have a direct impact on traffic safety efforts. This project will support the traffic safety education activities of the full-time deputy in public information and education efforts by purchasing an impaired driving simulator for use in those efforts. While the impact of traffic safety education cannot realistically be measured quantitatively, public information and education is a primary countermeasure that has been recognized as an effective part of any traffic safety program.

## Linkage between Program Area

These and other similar projects and activities funded, both small and large, will support the traffic safety education activities of the Highway Safety Office designed to impact the state at large - one person at a time. These efforts in traffic safety education cannot realistically be measured quantitatively, but public information and education, including school programs, is a primary countermeasure that has been recognized as an effective part of any traffic safety program.

## Rationale for Selection

Enforcement without education is limited in its beneficial effects. These programs are designed to integrate with and supplement effective enforcement programs at the local and state level.

### *Planned Activities in Countermeasure Strategy: Driver Education and Behavior*

Driver Education Program
State Funded Motorcycle Safety Education
Teen Safety Outreach and Education
Public Information and Education Paid Media

Project Number	Project Title	Fund Source	Fund Estimate
RH-22-02-01-18	Driver Education	402	\$62,000
<b>Countermeasures:</b> Public Information and Education		<b>Planned Activity:</b> Driver Education Programs	
<b>Planned Activity Description</b>			
Oklahoma Operation Lifesaver (OKOL) will utilize a force of 46 active trained volunteers to present rail grade crossing safety education to various groups, including law enforcement officers, emergency responders, bus drivers, truck drivers, and an array of community groups about highway safety at railroad crossings. OKOL will recruit and train four (4) new volunteers by the end of the project year. OKOL will also provide GCCI training to law enforcement officers statewide. OKOL will work with the OHSO to contract with various media outlets providing information and awareness of the potential dangers of inappropriate or unsafe driver behavior at railroad crossings through Public Service Announcements. Coaches and Trainers will receive web-based continuing education through the National Lifesaver website. Out-of-state travel funds are provided for refresher training for Coaches at regional conferences.			
<b>Intended Sub-recipient:</b> Operation Lifesaver		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
RH-22-02-02-06	Public Information and Education Media	402	\$39,000
<b>Countermeasures:</b> Public Information and Education Media		<b>Planned Activity:</b> Public Information and Education Paid Media	
<b>Planned Activity Description</b>			
Utilizing targeted radio advertisements to specific areas of the state which have experienced one or more rail crossing injury crashes in the last two calendar years. These advertisements will utilize radio ads from NHTSA and Operation Lifesaver. Deploy targeted social media campaigns to drivers who, based on the most recent available crash data, are most at risk for being involved in an injury crash at a rail grade crossing.			
<b>Intended Sub-recipient:</b> VI		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
TSP-22-02-02-08	Teen Traffic Safety Program	402	\$165,865
<b>Countermeasures:</b> Driver Education and Training		<b>Planned Activity:</b> Teen Safety Outreach and Education	
<b>Planned Activity Description</b>			
Oklahoma Challenge: Educational Alternatives (EA) will recruit students from 120 middle school, high school, and technical schools within the state of Oklahoma, specifically, students who are members of the Oklahoma Family Career and Community Leaders of America (FCCLA) as well as other student groups. EA will host at least 4 Oklahoma Challenge Conferences. These student organizations will send school teams to the Oklahoma Challenge conferences. The adult school advisors of each school team will also attend the conferences. Older peers, including college students, alumni from the organizations, and current leadership officers, will facilitate the conferences. The older peers will motivate and train the students and advisors while informing them of Oklahoma rules, regulations, and penalties of seat belt noncompliance, distracted driving, and other traffic safety information. The staff will also recruit other safety organizations to provide hands-on activities/booths for the students. These peer-to-peer interactions and learning activities will motivate the students and advisors to wear their seat belts, drive without distraction, and to develop plans designed to raise awareness among their friends, family, and local communities. EA will conduct a statewide awards program judging and honoring school teams who creatively implement these plans. Further, EA will provide on-going year-round resources and support through the Oklahoma Challenge website, social media, presentations, and Mini-Challenges at specific school sites.			
<b>Intended Sub-recipient:</b> Education Alternatives		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

<b>Project Number</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Fund Estimate</b>
TSP-22-01-01-08	Teen Traffic Safety Program	402	\$98,223
<b>Countermeasures:</b> Public Information and Education		<b>Planned Activity:</b> Teen Safety Outreach and Education	
<b>Planned Activity Description</b>			
OK SAFE is a partnership between students, law enforcement, and traffic safety advocates designed to bring awareness to the importance of wearing seat belts to reduce the number and severity of KA crashes among Oklahoma’s high school students. The project will maintain efforts already established with at least 20 Oklahoma schools and expand the program to new schools that are not currently participating. Law enforcement agency participation and support will be solicited in targeted areas by the LE Outreach Representative. The full-time Traffic Safety Specialist (TSS) will recruit school sponsors and student teams (SAFE teams) and assist them with their monthly seat belt education efforts, including training to perform unannounced seat belt observation surveys at their schools.			
<b>Intended Sub-recipient:</b> DCCCA		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b>		<b>Estimated Local Benefit:</b>	
<b>Purchases Costing \$5,000 or more:</b>			

<b>Project Number</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Fund Estimate</b>
TSP-22-02-03-03	Teen Traffic Safety Program	402	\$35,000
<b>Countermeasures:</b> Driver Education and Training		<b>Planned Activity:</b> Teen Safety Outreach and Education	
<b>Planned Activity Description</b>			
This project is currently in the RFP process and will update once contract awarded.			
<b>Intended Sub-recipient:</b> Teen Education Program - RFP		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$35,000	
<b>Purchases Costing \$5,000 or more:</b> No			



## ***Program Area: Occupant Protection (OP) (Adult and Child Passenger Safety)***

### ***Description of Highway Safety Problem***

The Oklahoma primary seat belt law requires only the driver, front-seat passenger positions, and children under eight (8) in the rear passenger positions to wear safety belts. Unrestrained passenger vehicle occupant fatalities for all seating positions in Oklahoma have decreased over the past several years, from 233 in 2017 to 208 in 2019. During the same period, the observed statewide seat belt use rate has remained relatively flat; however, Oklahoma has seen a decline in safety belt use rate over the last several years, from 86.9% in 2017 to 84.7% in 2019. Efforts to expand the law to increase the fine and include other seating positions or raise the age for rear passenger seating positions in the law have so far been unsuccessful. We will continue to promote and support occupant protection education and enforcement efforts to the greatest extent possible, with particular emphasis on the increased risk of death or injury because of ejection from the vehicle when not properly restrained. Oklahoma received a NHTSA OP Assessment in June 2021. There were several areas for improvement recommended, and the OHSO will carefully review those to see where we might be able to improve our OP programs.

### ***Countermeasure Strategies for Occupant Protection***

Annual Seat Belt Survey
Child Restraint System Inspection Station(s)
CPS Technician Training and Education
High Visibility Enforcement
OP Paid Media
Highway Safety Office Program Management
OP Statewide Law Enforcement Coordinator
Public Information and Education
Statewide Car Seat Distribution

### ***Countermeasure Strategy: Annual Seat Belt Use Survey***

#### **Project Safety Impacts**

States are required to conduct annual seat belt observation surveys based upon criteria set forth by the National Highway Traffic Safety Administration. Oklahoma usually conducts its annual survey during the summer months of June and July. The results of this survey are not only used to determine an increase or decrease in the states use rate, but also to identify those areas of the state needing increased attention in occupant protection activities.

#### **Linkage between Program Area**

The required survey will be used to determine performance targets for occupant protection grants. Section 405b funds will be allocated to have the survey conducted by the University of Central Oklahoma, as it has for the past several years. The university will compile the data and submit a comprehensive report on the seat belt and child restraint use and recommendations for improvement. We currently have and will continue in FY2022 an overtime enforcement grant with Oklahoma City Police Department and will promote increased emphasis in all the identified low use counties through the overtime OHP Statewide OP Enforcement grant.

#### **Rationale for Selection**

This is a required annual report.

## ***Countermeasure Strategy: Child Restraint System Inspection Station(s)***

### **Project Safety Impacts**

The proposed strategies for occupant protection, including child passenger safety, reach all seventy-seven counties in the State and consist of both enforcement and educational opportunities, as well as outreach to at-risk populations such as Native Americans. Enforcement projects include a statewide OP Law Enforcement Liaison with the Oklahoma Highway Patrol. The Child Passenger Safety effort includes both Safe Kids Oklahoma and Safe Kids Tulsa to offer car seats, checkup events, and education statewide. By using evidence-based strategies, these projects most expectedly will have a positive impact on increasing the State's seat belt and child restraint use rate targets.

### **Linkage between Program Area**

Oklahoma's recertification rate for CPS technicians dropped significantly due to COVID-19 restrictions; however, the State recertification rate was 48% in the calendar year 2020, compared to the national average of 47%. Maintaining and increasing the number of CPS Technicians and the availability of Child Restraint Inspection Stations continues to be a goal. The Oklahoma Child Restraint Law, last amended in 2017, requires that children under the age of 8 years and less than 4'9" tall must be properly restrained in a car seat or booster seat, and a child under the age of 2 must be in a rear-facing seat unless exceeding height/weight limits of the seat. The 2019 Oklahoma Statewide Child Restraint Survey reported the state child seat use rate was 89.3%, compared to 91.1% in the 2018 survey. Safe Kids Worldwide reports a vast majority of parents or caregivers still struggle with the proper use and installation of child restraint seats.

### **Rationale for Selection**

To assess the means and methods to improve traffic safety statewide, OHSO uses a comprehensive review of general trends statewide, then drills down to the county and local detail level to determine the best use of available resources. Data sources, as listed on page 5, provide the statistical basis on which problem identification is based. Discussions were conducted with OHSO personnel, partners, and grantees for input into efforts that could potentially assist the state in increasing seat belt compliance rates. The OHSO also consulted with representatives of the Bureau of Indian Affairs, Southern Plains Tribal Technical Assistance Program, Tribal Chiefs of Police, the University of Central Oklahoma, Safe Kids Coalition, the Center for Disease Control, state and local law enforcement and state injury prevention specialists. Efforts to increase compliance rates will focus on effective countermeasures, including enforcement of current occupant protection and child passenger safety laws, media, education, training, and outreach to target groups including unrestrained nighttime drivers and Native Americans.

## ***Countermeasure Strategy: CPS Technician Training and Education***

### **Project Safety Impacts**

This countermeasure is in support of Child Passenger Safety efforts by promoting and funding various activities related to CPS Technician training and education. To conduct car-seat checkups, conduct educational seminars, or even answer questions online or over the phone, it is necessary to have a cadre of trained CPS technicians that know the rules, laws and best practices related to child safety seats, especially since the laws differ from state to state.

## **Linkage between Program Area**

Oklahoma's recertification rate for CPS technicians dropped significantly due to COVID-19 restrictions; however, the State recertification rate was 48% in the calendar year 2020, compared to the national average of 47%. Maintaining and increasing the number of CPS Technicians and the availability of Child Restraint Inspection Stations continues to be a goal. The Oklahoma Child Restraint Law, last amended in 2017, requires that children under the age of 8 years and less than 4'9" tall must be properly restrained in a car seat or booster seat, and a child under the age of 2 must be in a rear-facing seat unless exceeding height/weight limits of the seat. The 2019 Oklahoma Statewide Child Restraint Survey reported the state child seat use rate was 89.3%, compared to 91.1% in the 2018 survey. It must be noted that the survey parameters only measure whether a restraint was in use but does not reflect whether the restraint was properly installed or being used correctly.

## **Rationale for Selection**

Oklahoma's recertification rate is slightly above the national rate. Maintaining and increasing the number of CPS Technicians and the availability of Child Restraint Inspection Stations continues to be a goal of the statewide OP plan.

### ***Countermeasure Strategy: HVE***

#### **Project Safety Impact**

High-visibility enforcement is a proven strategy that includes targeted enforcement focusing on specific violations such as impaired driving, failure to wear seatbelts, and speeding. Additional HVE strategies may include the use of integrated enforcement during specific times of the day or night where more crashes are occurring, daytime impaired driving checkpoints; short-term high-visibility enforcement within identified safety corridors; and increased nighttime seat belt enforcement activities. High-visibility enforcement, including participation in the national seat belt and impaired driving mobilizations, is required of all law enforcement grants.

## **Linkage between Program Area**

There is an existing linkage already established between increased occupant protection use, high-visibility enforcement, and education. Law Enforcement working overtime efforts to enhance and support a state or local occupant protection project is an accepted and supported practice. A large portion of funding is used to support such efforts to find and remove impaired drivers from the road. Seat belt use decreases during night-time hours, so efforts are being made to increase enforcement during night-time hours. Fatal and injury crashes tend to occur more often between 8:00 p.m. and 4:00 a.m. and more often on Saturday and Sunday than any other day of the week.

## **Rationale for Selection**

Programs to provide train and educate caregivers, as well as sponsored car seat checkups and distributions programs, also support this program area.

### ***Countermeasure Strategy: OP Paid Media***

#### **Project Safety Impacts**

To reinforce the overall brand of the OHSO, and the many campaigns and messages that we deliver, OHSO developed a strategic communications plan. Strategic marketing is in its best form when all types of

communication channels considered, and strategies decided before tactics and creative execution is developed. In its most basic form, marketing is about reaching your audience and communicating a message. We must decide what actions we want our audience to take, and how we will move them forward in the marketing journey. We need to disseminate messages that generate awareness of a cause but then employ further tactics to increase education, generate engagements, and ultimately convert our audience into brand advocates.

### **Linkage between Program Area**

The best way to influence behavior change is through a proven and scientific practice called social marketing. Social marketing means influencing behavior. We are attempting a behavior change. In this case, a behavior change that encourages our targets to adopt safe driving practices to reduce traffic accidents and related consequences. Changing behavior in society is hard, and it will not happen overnight.

No single tactic is most appropriate with social marketing campaigns. Our plans provide for multiple touchpoints that communicate with the target at the most appropriate times. Depending on the target and the campaign, we utilize traditional paid channels (television, radio, billboards, etc.) and digital channels (digital display ads, video, paid social media, etc.). We also utilize earned and owned media to communicate with the target and stakeholders. This includes public relations, social media, and other one-off tactics.

### **Rationale for Selection**

By utilizing a paid media consultant, evidence-based strategies are employed to reach audiences statewide with traffic safety messages addressing occupant protection as well as national mobilizations - CIOT. Identified markets include sports venues, and local audience targeted programming and support of national mobilization efforts. The program is designed to reach all seventy-seven counties as outlined in the OHSO Communications Plan, targeting the appropriate audience with a powerful message. By using evidence-based strategies and the expertise of the paid media consultant, the impact should aid in decreasing the number and severity of traffic crashes overall.

### ***Countermeasure Strategy: Highway Safety Office Program Management***

#### **Project Safety Impacts**

The OHSO will provide trained, qualified personnel to develop, monitor, coordinate, and manage the various Occupant Protection projects.

### **Linkage between Program Area**

OHSO Program Manager will oversee the selected Occupant Protection programs to determine if projected activity milestones are being met, funds are being utilized properly, and assist as needed to facilitate the success of the project activities and to meet performance targets.

### **Rationale for Selection**

The oversight of Federally funded programs is a requirement to qualify for funding to prevent misuse and abuse of both Federal and State dollars directed toward highway safety efforts.

***Countermeasure Strategy: OP Statewide Law Enforcement Coordinator***

**Project Safety Impacts**

The OHP Statewide Occupant Protection Enforcement Coordinator will organize and coordinate occupant protection enforcement efforts in cooperation with local agencies, focusing on targeted areas to reach those areas and communities having higher than average unbelted KA crashes and fatalities.

**Linkage between Program Area**

This position will act as a liaison between the OHSO, OHP, and local governmental agencies to oversee and encourage participation in events designed to increase seat belt and child restraint use in Oklahoma.

**Rationale for Selection**

Oklahoma has found prior success in the use of Law Enforcement Liaisons in promoting and conducting several traffic safety efforts, including OP.

***Countermeasure Strategy: Public Information and Education***

**Project Safety Impacts**

Public Information and Education, done properly, is a universally long-recognized countermeasure to aid in achieving a change in attitudes and behaviors. Public Information and Education (PI&E) will be done through both paid media and earned media to support OP efforts in Oklahoma. While all our enforcement projects are required to provide some type of PI&E each month, including OP related education, paid media will also be used - primarily in support of the Click It or Ticket Mobilization in May. Public information and education are a primary countermeasure that has been recognized as an effective part of any traffic safety program.

**Linkage between Program Area**

Effective program area management efforts must include both enforcement and education (NHTSA Countermeasures That Work). The use of paid media outlined in the OHSO Communications Plan, updated each year.

**Rationale for Selection**

The proper use of designated occupant protection/child passenger safety funding will be used to fund OP and CPS efforts statewide for the purposes and strategies outlined above and the activities listed.

***Countermeasure Strategy: Statewide Car Seat Distribution Program***

**Project Safety Impacts**

The proper use of child restraint systems is effective in reducing the number and severity of injuries to children in motor vehicle crashes. Safe Kids Worldwide has been a leader in child passenger safety. Oklahoma is fortunate to have several Safe Kids Coalitions, the primary ones being Safe Kids Oklahoma located in Oklahoma City and Tulsa Safe Kids Coalition located at St. Francis Hospital in Tulsa. These coalitions, in partnership with the Oklahoma Highway Safety Office, are the leaders in Child Passenger Safety efforts in the State of Oklahoma.

**Linkage between Program Area**

The CPS car seat use rate has been hovering around the 90% mark in Oklahoma for several years.

## Rationale for Selection

The main reasons for not properly restraining children in vehicles: could not afford a child restraint system; too hard to install; were not educated on the proper use. These are the primary reasons for having a statewide car seat distribution program to be able to provide reduced cost or free car seats and educate caregivers not only in need but the proper way to install and use child restraints.

### *Planned Activities in Countermeasure Strategy: Occupant Protection*

Annual Survey
State and Local CPS Education
State and Local Car Seat Technician Training
State and Local OP HVE
OP Paid Media
Program Management
OP Statewide Law Enforcement Coordinator
Teen Safety Outreach and Education
State and Local Car Seat Distribution Program

Project Number	Project Title	Fund Source	Fund Estimate
OP-22-06-06-22	Martha Collar Tech Reunion	402	\$26,000
<b>Countermeasures:</b> CPS Technician Training and Education		<b>Planned Activity:</b> State and Local CPS Education	
<b>Planned Activity Description</b>			
Safe Kids Tulsa (SKT) will coordinate and conduct the Annual Martha Collar Tech Reunion providing the opportunity for CPS Technicians and Instructors to receive all 6 CEUs needed for recertification in a single day. In addition, a CPS Instructor Workshop will also be held the day prior. The CPS Instructor Workshop will help participants deliver the National Child Passenger Safety Certification curriculum in an engaging manner, and provide participants with the opportunity to improve their skills and abilities to educate adult learners and become better public speakers in any setting.			
<b>Intended Sub-recipient:</b> Tulsa Safe Kids		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M2TR-22-02-01-24	CRS Inspections	405(b)	\$28,750
<b>Countermeasures:</b> CRS Inspection Station(s)		<b>Planned Activity:</b> State and Local Child Passenger Safety Education	
<b>Planned Activity Description</b>			
Safe Kids Oklahoma (SKO) will utilize qualified, experienced employees (both staff and contracted individuals) to implement programs to include car seat distribution workshops, statewide inspection stations; educational opportunities regarding child passenger restraints and seat belt use for parents, caregivers, teachers, teens and children; car seat checkup events; CPS Technician certification or recertification classes; technical support for child passenger technicians; and outreach. Outreach may include but is not limited to partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKO staff and volunteers will host and assist with car seat check-up events in the Oklahoma City metro and other designated rural areas statewide, providing families the ability to receive installation and educational services. SKO will assist with compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKO will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday.			
<b>Intended Sub-recipient:</b> Safe Kids Oklahoma		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
OPTR-22-06-04-22	CRS Inspections	402	\$27,955
<b>Countermeasures:</b> CRS Inspection Station(s)		<b>Planned Activity:</b> State and Local Child Passenger Safety Education	
<b>Planned Activity Description</b>			
Safe Kids Tulsa (SKT) will employ a full-time CPS Rural Coordinator and a part-time CPS Metro Coordinator to coordinate CPS certification training, CPS workshops, education, events, outreach, and technical support in Child Passenger Safety in the Tulsa Metro area and throughout Eastern Oklahoma. Under the direction of the CPS Coordinators, SKT will utilize qualified and experienced part-time employees to implement programs including car seat distribution, inspection stations, educational opportunities for parents and caregivers, checkup events, CPS certification, and re-certification classes and CEU Tech Update classes in support of child passenger safety technicians and outreach. Outreach may include but is not limited to, partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKT staff and volunteers will host and assist with car seat checkup events in the Tulsa metro and other designated rural areas providing families the ability to receive installation and educational services. SKT will assist with compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKT will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday.			
<b>Intended Sub-recipient:</b> Tulsa Safe Kids		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
OPCPS-22-06-04-22	CPS Technician Training	402	\$155,468
<b>Countermeasures:</b> CPS Technician Training and Education		<b>Planned Activity:</b> State and Local Child Passenger Safety Education	
<b>Planned Activity Description</b>			
<p>Safe Kids Tulsa (SKT) will employ a full-time CPS Rural Coordinator and a part-time CPS Metro Coordinator to coordinate CPS certification training, CPS workshops, education, events, outreach, and technical support in Child Passenger Safety in the Tulsa Metro area and throughout Eastern Oklahoma. Under the direction of the CPS Coordinators, SKT will utilize qualified and experienced part-time employees to implement programs including car seat distribution, inspection stations, educational opportunities for parents and caregivers, checkup events, CPS certification, and re-certification classes and CEU Tech Update classes in support of child passenger safety technicians and outreach. Outreach may include but is not limited to, partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKT staff and volunteers will host and assist with car seat checkup events in the Tulsa metro and other designated rural areas providing families the ability to receive installation and educational services. SKT will assist with compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKT will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday.</p>			
<b>Intended Sub-recipient:</b> Tulsa Safe Kids		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M2CPS-22-02-01-24	CPS Technician Training	405(b)	\$179,011
<b>Countermeasures:</b> CPS Technician Training and Education		<b>Planned Activity:</b> State and Local Child Passenger Safety Education	
<b>Planned Activity Description</b>			
<p>Safe Kids Oklahoma (SKO) will utilize qualified, experienced employees (both staff and contracted individuals) to implement programs to include car seat distribution workshops, statewide inspection stations; educational opportunities regarding child passenger restraints and seat belt use for parents, caregivers, teachers, teens and children; car seat checkup events; CPS Technician certification or recertification classes; technical support for child passenger technicians; and outreach. Outreach may include but is not limited to partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKO staff and volunteers will host and assist with car seat check-up events in the Oklahoma City metro and other designated rural areas statewide, providing families the ability to receive installation and educational services. Car seat distribution stations will ensure distribution to those in a low-income status only. SKO will assist with compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKO will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday.</p>			
<b>Intended Sub-recipient:</b> Safe Kids Oklahoma		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> Yes - 2020 Ford Transit Cargo Van @ \$45,553			
Safe Kids Oklahoma utilizes a cargo van to transport a large, demonstration training seat, car seats for training, and car seats for distribution to car seat checks throughout Oklahoma.			



Project Number	Project Title	Fund Source	Fund Estimate
M2CSS-22-02-01-24	Car Seat Distribution	405(b)	\$18,000
<b>Countermeasures:</b> Statewide Car Seat Distribution Program		<b>Planned Activity:</b> State and Local Child Car Seat Distribution Program	
<b>Planned Activity Description</b>			
<p>Safe Kids Oklahoma (SKO) will utilize qualified, experienced employees (both staff and contracted individuals) to implement programs to include car seat distribution workshops, statewide inspection stations; educational opportunities regarding child passenger restraints and seat belt use for parents, caregivers, teachers, teens and children; car seat checkup events; CPS Technician certification or recertification classes; technical support for child passenger technicians; and outreach. Outreach may include but is not limited to partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKO staff and volunteers will host and assist with car seat check-up events in the Oklahoma City metro and other designated rural areas statewide, providing families the ability to receive installation and educational services. SKO will assist with compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKO will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday. Car seat distribution stations will ensure distribution to those in a low-income status only.</p>			
<b>Intended Sub-recipient:</b> Safe Kids Oklahoma		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
OPCSS-22-06-04-22	Car Seat Distribution	402	\$35,000
<b>Countermeasures:</b> Statewide Car Seat Distribution Program		<b>Planned Activity:</b> State and Local Child Car Seat Distribution Program	
<b>Planned Activity Description</b>			
<p>Safe Kids Tulsa (SKT) will employ a full-time CPS Rural Coordinator and a part-time CPS Metro Coordinator to coordinate CPS certification training, CPS workshops, education, events, outreach, and technical support in Child Passenger Safety in the Tulsa Metro area and throughout Eastern Oklahoma. Under the direction of the CPS Coordinators, SKT will utilize qualified and experienced part-time employees to implement programs including car seat distribution, inspection stations, educational opportunities for parents and caregivers, checkup events, CPS certification, and re-certification classes and CEU Tech Update classes in support of child passenger safety technicians and outreach. Outreach may include but is not limited to, partnerships with hospitals, public service units (i.e., fire, police, EMS), faith-based community organizations, county health departments, and Oklahoma's Native American population. SKT staff and volunteers will host and assist with car seat checkup events in the Tulsa metro and other designated rural areas providing families the ability to receive installation and educational services. SKT will assist with compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. SKT will support and participate in special emphasis events, such as Click It or Ticket, National CPS Week, and Seat Check Saturday. Car seat distribution stations will ensure distribution to those in a low-income status only.</p>			
<b>Intended Sub-recipient:</b> Tulsa Safe Kids		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$35,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
OP-22-03-02-18	OP HVE	402	\$152,386
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local OP HVE	
<b>Planned Activity Description</b>			
<p>The Oklahoma City Police Department will conduct overtime high-visibility occupant protection enforcement in support of State and National goals, including an emphasis on the Click It or Ticket statewide seat belt mobilization in May. The Project Director should utilize all data and reference sources available to identify those times, and locations having a significant crash rate involving unrestrained occupants including but not limited to, DDACTS, crash reports, arrest records, and observational surveys. Officers will be assigned to work high visibility enforcement (HVE), and saturation patrols in identified areas. Data suggests that belt use is lower at night; therefore, this grant requires that at least 10% of the occupant protection enforcement hours be worked during nighttime hours. The Oklahoma City Police Department will also conduct a pre- and post-survey of seat belt use to demonstrate behavior change.</p>			
<b>Intended Sub-recipient:</b> Oklahoma City PD		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$152,386	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
OP-22-03-03-16	OP HVE	402	\$597,628
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local OP HVE	
<b>Planned Activity Description</b>			
<p>Under the direction of the grant-funded, Statewide OP Law Enforcement (LE) Coordinator, the Oklahoma Highway Patrol will conduct high visibility seat belt enforcement utilizing overtime hours in support of State and National goals to promote increased seat belt use and thereby reduce the incidence and severity of KA crashes statewide. To identify those times and locations where unrestrained KA crashes most often occur, the OP LE Coordinator will utilize all data and reference sources available including violation reports, crash reports, arrest records, public complaints, and other sources such as the Statewide Seat Belt Observational Survey and the Oklahoma Occupant Protection Plan. Utilizing both state and local seat belt use survey data, Troopers will conduct focused enforcement efforts in counties impacting 70% of the State's population. At least 10% of projected overtime hours will be utilized during nighttime enforcement efforts.</p>			
<b>Intended Sub-recipient:</b> Oklahoma Highway Patrol		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M2HVE-22-03-01-16	OP HVE	405(b)	\$374,595
<b>Countermeasures:</b> HVE and OP Statewide Law Enforcement Coordinator		<b>Planned Activity:</b> State and Local OP HVE and OP Statewide Law Enforcement Coordinator	
<b>Planned Activity Description</b>			
Under the direction of the grant-funded, Statewide OP Law Enforcement (LE) Coordinator, the Oklahoma Highway Patrol will conduct high visibility seat belt enforcement utilizing overtime hours in support of State and National goals to promote increased seat belt use and thereby reduce the incidence and severity of KA crashes statewide. To identify those times and locations where unrestrained KA crashes most often occur, the OP LE Coordinator will utilize all data and reference sources available including violation reports, crash reports, arrest records, public complaints, and other sources such as the Statewide Seat Belt Observational Survey and the Oklahoma Occupant Protection Plan. Troopers will conduct focused enforcement efforts in counties impacting 70% of the State's population. At least 10% of projected overtime hours will be utilized during nighttime enforcement efforts.			
<b>Intended Sub-recipient:</b> Oklahoma Highway Patrol		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M2PE-22-02-01-06	OP Paid Media	405(b)	\$125,000
<b>Countermeasures:</b> Occupant Protection Media		<b>Planned Activity:</b> Occupant Protection	
<b>Planned Activity Description</b>			
Media campaign strategies include micro-targeting social media messages specifically to our target audiences based on an analysis of our crash data. As a broad approach to help with the high-visibility enforcement period around Click It or Ticket, we will also utilize our crash data to target social media content, such as an interactive quiz, to our most at-risk audience in the state. Social media targeting allows us to make sure the funds are being used in the most efficient way possible, minimizing the number of people who see the message who are not in our at-risk population for the behavior. These campaigns continue to show growing success year after year and include a campaign objective to raise the observed seat belt use rate.			
<b>Intended Sub-recipient:</b> VI		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
OP-22-07-07-00	OP Program Management	402	\$194,099
<b>Countermeasures:</b> Highway Safety Office Program Management		<b>Planned Activity:</b> Program Management	
<b>Planned Activity Description</b>			
OHSO Program Manager will oversee the selected Occupant Protection programs to determine if projected activity milestones are being met, funds are being utilized properly, and assist as needed to facilitate the success of the project activities and to meet performance targets.			
<b>Intended Sub-recipient:</b> OHSO		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
STCPS-22-02-01-03	OP Paid Media	State	\$5,000
<b>Countermeasures:</b> OP Paid Media		<b>Planned Activity:</b> OP Paid Media	
<b>Planned Activity Description</b>			
State funded paid media focuses on the use of child passenger restraint systems. Media campaign strategies include micro-targeting social media messages specifically to our target audiences based on an analysis of our crash data. Social media targeting allows us to make sure the funds are being used in the most efficient way possible, minimizing the number of people who see the message who are not in our at-risk population for the behavior. These campaigns continue to show growing success year after year and include a campaign objective to raise the observed seat belt use rate.			
<b>Intended Sub-recipient:</b> OKC Dodgers		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
STCPS-22-02-02-06	OP Paid Media	State	\$15,000
<b>Countermeasures:</b> OP Paid Media		<b>Planned Activity:</b> OP Paid Media	
<b>Planned Activity Description</b>			
State funded paid media focuses on the use of child passenger restraint systems. Media campaign strategies include micro-targeting social media messages specifically to our target audiences based on an analysis of our crash data. Social media targeting allows us to make sure the funds are being used in the most efficient way possible, minimizing the number of people who see the message who are not in our at-risk population for the behavior. These campaigns continue to show growing success year after year and include a campaign objective to raise the observed seat belt use rate.			
<b>Intended Sub-recipient:</b> VI		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M2X-22-06-01-00	Seatbelt Use Survey	405(b)	\$92,287
<b>Countermeasures:</b> Annual Survey		<b>Planned Activity:</b> Annual Survey	
<b>Planned Activity Description</b>			
States are required to conduct annual seat belt observation surveys based upon criteria set forth by the National Highway Traffic Safety Administration. Oklahoma usually conducts its annual survey during the summer months of June and July; however, with the current health crisis, the survey will now be conducted in CY Q4. The results of this survey are not only used to determine an increase or decrease in the states use rate, but also to identify those areas of the state needing increased attention in occupant protection activities.			
<b>Intended Sub-recipient:</b> University of Central Oklahoma		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

## ***Program Area: Motorcycle Safety***

### ***Description of Highway Safety Problem***

The demand for motorcycle safety training and education is overwhelming. Students outside the metropolitan areas routinely travel up to 100 miles to attend available training courses. The demand for motorcycle training continues to outpace our ability to provide such training. We are addressing this need by promoting additional training statewide for RiderCoaches, new riders, and advanced riders, with emphasis on those areas outside the greater metropolitan Tulsa and Oklahoma City areas. Also, new legislation effective November 1, 2016, will require that persons under the age of 18 wanting a motorcycle endorsement on their driver license will be required to show proof they have completed a state-approved Basic Rider Course.

The number of motorcyclist fatalities tends to be somewhat erratic, due to the considerable influence of weather conditions and gas prices on motorcycle use. The 5-year rolling average trend line has been static with small deviations up and down. We are hopeful to see some improvement in this area. The 5-year moving average does not currently support such improvement, but only time will tell if our increased efforts in this area will continue to yield positive results.

The growing number of motorcycle riders have now shown an increased number of fatal and serious injury motorcycle crashes. Strategies proposed for the Motorcycle Safety area will have the potential to influence almost 80% of the state, based on available opportunities, and will provide training and educational opportunities. With guidance from the State Motorcycle Safety Advisory Committee, these projects will provide training on motorcycle operations, including MSF, approved courses, as well as a new 3-wheel motorcycle operator-training course and courses available for the hearing impaired. All programs are evidence-based, approved by DPS, and meet MSF requirements where necessary. All expenditures must be in accordance with (IAW) Oklahoma State law. The overall effect should be to reduce the number of fatality and injury crashes involving motorcycles as well as the number of unhelmeted motorcycle fatalities.

### ***Countermeasure Strategies for Motorcycle Safety (MSF)***

Motorcycle Rider Training
MSF Paid Media
Highway Safety Office Program Management
MSF Public Education

### ***Countermeasure Strategy: Motorcycle Rider Training***

#### **Project Safety Impacts**

The demand for motorcycle safety training and education is overwhelming. Students outside the metropolitan areas routinely travel up to 100 miles to attend available training courses. The demand for motorcycle training continues to outpace our ability to provide such training. We are addressing this need by promoting additional training statewide for RiderCoaches, new riders, and advanced riders, with emphasis on those areas outside the greater metropolitan Tulsa and Oklahoma City areas. Also, new legislation effective November 1, 2016, will require that persons under the age of 18 requesting the motorcycle endorsement on their driver license will be required to show proof they have completed a state-approved Basic Rider Course.

## **Linkage between Program Area**

All programs are evidence-based, approved by DPS, and meet MSF requirements where necessary. All expenditures must be IAW Oklahoma State law. The overall effect should be to reduce the number of fatalities and injury crashes involving motorcycles. We will use a combination of state funds, Section 402, and Section 405(f) funds to address the problems.

## **Rationale for Selection**

Each of the strategies selected below is identified as effective countermeasures. Through the selection of project strategies previously identified, each activity is funded based on the strategy(s) identified, the identified need for the project area, and the types of instruction/education to be provided. Efforts will include:

- Maintain and expand innovative MSF training programs statewide.
- Continue to increase the number of certified MSF instructors.
- Take steps to ensure consistent, quality instruction in MSF training courses.
- Work to increase the capacity of government, private, and non-profit entities to provide MSF training.
- Promote awareness through the OHSO and OKIEMOTO webpages dedicated to motorcycle safety information and initiatives.
- Continue to support the efforts of the Oklahoma Advisory Committee for Motorcycle Safety and Education to improve education and training.

## ***Countermeasure Strategy: MSF Paid Media***

### **Project Safety Impacts**

To reinforce the overall brand of the OHSO, and the many campaigns and messages that we deliver, OHSO developed a strategic communications plan. Strategic marketing is in its best form when all types of communication channels considered, and strategies decided before tactics and creative execution is developed. In its most basic form, marketing is about reaching your audience and communicating a message. We must decide what actions we want our audience to take, and how we will move them forward in the marketing journey. We need to disseminate messages that generate awareness of a cause but then employ further tactics to increase education, generate engagements, and ultimately convert our audience into brand advocates.

## **Linkage between Program Area**

The best way to influence behavior change is through a proven and scientific practice called social marketing. Social marketing means influencing behavior. We are attempting a behavior change. In this case, a behavior change that encourages our targets to adopt safe driving practices to reduce traffic accidents and related consequences. Changing behavior in society is hard, and it will not happen overnight.

No single tactic is most appropriate with social marketing campaigns. Our plans provide for multiple touchpoints that communicate with the target at the most appropriate times. Depending on the target and the campaign, we utilize traditional paid channels (television, radio, billboards, etc.) and digital channels (digital display ads, video, paid social media, etc.). We also utilize earned and owned media to communicate with the target and stakeholders. This includes public relations, social media, and other one-off tactics.

## **Rationale for Selection**

By utilizing a paid media consultant, evidence-based strategies are employed to reach audiences statewide with traffic safety messages addressing impaired driving Oklahoma ENDUI program as well as national mobilizations. Identified markets include sports venues, and local audience targeted programming and support

of national mobilization efforts. The program is designed to reach all seventy-seven counties as outlined in the OHSO Communications Plan, targeting the appropriate audience with a powerful message. By using evidence-based strategies and the expertise of the paid media consultant, the impact should aid in decreasing the number and severity of traffic crashes overall.

***Countermeasure Strategy: Highway Safety Office Program Management***

**Project Safety Impact**

The OHSO will provide trained, qualified personnel to develop, monitor, coordinate, and manage the various Motorcycle Safety (MSF) projects.

**Linkage between Program Area**

OHSO Program Manager will oversee the selected Motorcycle Safety programs to determine if projected activity milestones are being met, funds are being utilized properly, and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.

**Rationale for Selection**

The oversight of Federally funded programs is a requirement to qualify for funding to prevent misuse and abuse of both Federal and State dollars directed toward highway safety efforts.

***Countermeasure Strategy: MSF Public Education***

**Project Safety Impact**

A leading cause of traffic crashes involving motorcycles and cars is the failure of the car driver to see the motorcycle and pull out in front of or into the motorcycle. Through public education activities programs such as "Share the Road", drivers will be taught awareness of motorcycles in the traffic scene to prevent traffic crashes between motorcycles and passenger vehicles.

**Linkage between Program Area**

By increasing public awareness in recognizing motorcycles in the traffic scene, improving motorcycle rider skills by training, and encouraging the use of proper safety equipment by the rider, it is expected that the number of motorcyclist fatalities will decrease. Funding has been provided in all these areas in the highway safety plan.

**Rationale for Selection**

ABATE is a recognized state, as well as, a national motorcycle organization has recognized the importance of this activity and requested funding to promote its Share the Road motorcycle safety program on a statewide basis. Funding allocation based on the determined need and availability of funding.

***Planned Activities in Countermeasure Strategy: Motorcycle Safety***

State Funded MSF Education
State Funded MSF Training
State Funded Program Management
Program Management - (402)
MSF Paid Media - State and 405(f)

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-02-22	Motorcycle Safety	State	25,500
<b>Countermeasures:</b> Motorcycle Rider Training and MSF Public Education		<b>Planned Activity:</b> State Funded MSF Training and Education	
<b>Planned Activity Description</b>			
<p>The Broken Arrow Police Department will conduct a motorcycle awareness program (i.e., "Share the Road") that is approved by Oklahoma's Advisory Committee for Motorcycle Safety and Education. It will be presented locally in a public information and education forum at various venues, including safety fairs, car shows, motorcycle rallies, and other events that attract many attendees. This program may be presented in conjunction with motorcycle survival courses as well.</p> <p>The Broken Arrow Police Department will conduct five basic motorcycle survival courses. These courses will incorporate the curriculum used by the Edmond Police Department and may also utilize the "Share the Road" curriculum. The course is a nationally recognized program that educates motorcycle riders on best safety practices for avoiding and surviving hazards and circumstances unique to motorcycle operators. The course provides a formal program of instruction that is approved by Oklahoma's Advisory Committee for Motorcycle Safety and Education and will be presented in the Tulsa metropolitan area during motorcycle riding season, typically from March to September.</p> <p>The Broken Arrow Police Department will conduct one advanced motorcycle survival course. This course will provide instruction to civilian motorcycle riders in the critical tools needed to enhance their skills and safety. Training will focus on turning, lane positions and lane riding, and advanced braking/throttle control. Students will be taught how to maneuver their motorcycles through simulated obstacles and traffic situations. The course will address safety issues related to motorcycle equipment, as well as minor maintenance information. Students in these courses must have previously completed the basic motorcycle survival course.</p>			
<b>Intended Sub-recipient:</b> Broken Arrow PD		<b>Staff Oversight:</b> Nicole Biron	
<b>Estimated Match Amount:</b> NA		<b>Estimated Local Benefit:</b> NA	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-03-24	Motorcycle Safety	State	\$33,500
<b>Countermeasures:</b> Motorcycle Rider Training and MSF Public Education		<b>Planned Activity:</b> State Funded MSF Training and Education	
<b>Planned Activity Description</b>			
<p>The Edmond Police Department will continue implementing a 2-phase program, including 1. A Motorcycle Awareness Program that will provide public awareness, public service announcements and other outreach programs to enhance driver awareness of motorcyclists, such as the "Share the Road" safety messages developed and using Share-the Road model language. 2. The expansion and delivery of a Motorcyclist Safety Curricula to educate motorcycle riders in the safe operation of motorcycles and the risk of impaired riding. This program may be presented throughout the state and may include displays and presentations at safety fairs, car shows, motorcycle rallies, and other venues that attract large numbers of attendees. Officers will work in an overtime capacity while instructing and presenting this program statewide, which may also include in-state travel expenses. Work in cooperation with other metro agencies to expand rider participation in courses.</p>			
<b>Intended Sub-recipient:</b> Edmond PD		<b>Staff Oversight:</b> Nicole Biron	
<b>Estimated Match Amount:</b> NA		<b>Estimated Local Benefit:</b> NA	
<b>Purchases Costing \$5,000 or more:</b> No			



Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-10-15	Motorcycle Safety	State	\$20,350
<b>Countermeasures:</b> Motorcycle Rider Training and MSF Public Education		<b>Planned Activity:</b> State Funded MSF Training and Education	
<b>Planned Activity Description</b>			
<p>The Tulsa Police Department will conduct a motorcycle awareness program (i.e., "Share the Road") that is approved by Oklahoma's Motorcycle Advisory Committee. Students will be required to provide their motorcycle, approved helmet, insurance, and proper clothing and a motorcycle endorsement. The program will be presented locally in a public information and education forum at various venues. This program may be presented in conjunction with motorcycle survival courses as well as displayed and presented at safety fairs, car shows, motorcycle rallies, and other venues that attract large numbers of attendees.</p> <p>The Tulsa Police Department has a motorcycle unit consisting of 13 full-time officers. The Tulsa Police Department will provide seven free 8-hour Basic Safety classes to the public. The Basic Training Schedule can be viewed @ <a href="https://www.tulsapolice.org/content/tulsa-police-motorcycle-safety-course.aspx">https://www.tulsapolice.org/content/tulsa-police-motorcycle-safety-course.aspx</a>. The classes will be taught on the weekends. Officers will work in an overtime capacity while instructing and presenting this program. Additional hours are provided for officers monthly for events to educate the public on motorcycle safety.</p> <p>Instruction will be provided to civilian motorcycle riders providing them instruction in critical skills necessary to enhance their skills and safety. Training will focus on turning, braking, and clutch/throttle control. The students will be taught how to maneuver their motorcycles through simulated obstacles and traffic situations. Safety issues concerning motorcycle equipment and provide minor maintenance tips will also be addressed.</p> <p>The Tulsa Police Department will conduct a motorcycle safety campaign. This will consist of promoting motorcycle safety to the public and advertising the motorcycle classes through Public Safety and education, press releases, flyers, and the Tulsa Police Department website.</p>			
<b>Intended Sub-recipient:</b> Tulsa PD		<b>Staff Oversight:</b> Nicole Biron	
<b>Estimated Match Amount:</b> NA		<b>Estimated Local Benefit:</b> NA	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-04-11	Motorcycle Safety	State	\$12,308
<b>Countermeasures:</b> Motorcycle Rider Training		<b>Planned Activity:</b> State Funded MSF Training	
<b>Planned Activity Description</b>			
<p>The Great Plains Technology Center (GPTC) in Lawton will continue to provide MSF/DPS approved motorcycle safety education courses, including Rider Coach Training and Basic Rider Courses. Utilizing grant funds, part-time instructors will also provide training for a RiderCoach Prep class pending adequate enrollment. Training rider coaches increases the number of instructors available to teach MSF courses in the state, increasing the capacity to provide MSF approved training regarding the safe operation of motorcycles. GPTC will provide maintenance and improvements of the riding range and classroom facilities for training purposes, maintain an inventory of safety equipment, and ensure every rider that receives training wears appropriate safety gear, including helmets.</p>			
<b>Intended Sub-recipient:</b> Great Plains Tech		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> NA		<b>Estimated Local Benefit:</b> NA	
<b>Purchases Costing \$5,000 or more:</b>			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-08-10	Motorcycle Safety	State	\$27,948
<b>Countermeasures:</b> Motorcycle Rider Training		<b>Planned Activity:</b> State Funded MSF Training	
<b>Planned Activity Description</b>			
Southern Technology Center (ST) in Ardmore will continue to provide MSF/DPS approved MSF education courses, including Rider Coach Training and Basic Rider Courses. Utilizing grant funds provided, part-time instructors will provide training to the public. This will allow riders to receive much needed MSF approved training regarding the safe operation of motorcycles and increased awareness of impaired riding during the riding season. ST will provide maintenance and improvements of the riding range and classroom facilities for training purposes, maintain an inventory of safety equipment, and ensure every rider that receives training wears appropriate safety gear, including helmets.			
<b>Intended Sub-recipient:</b> Southern Technology Center		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> NA		<b>Estimated Local Benefit:</b> NA	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-09-08	Motorcycle Safety	State	\$16,700
<b>Countermeasures:</b> Motorcycle Rider Training		<b>Planned Activity:</b> State Funded MSF Training	
<b>Planned Activity Description</b>			
Southwest Technology Center will provide MSF/DPS approved motorcycle Basic Rider courses at their facility located in Altus, OK. Utilizing grant funds provided, part-time instructors will provide training to the general public. This will allow riders to receive much needed MSF approved training regarding the safe operation of motorcycles and increased awareness of impaired riding. Southwest Technology Center will provide maintenance and improvements of the riding range and classroom facilities for training purposes, maintain an inventory of safety equipment and ensure every rider that receives training wears appropriate safety gear, including helmets. SWTC will hold a minimum of nine MSF BRC Training classes per year from March through November. SWTC will add additional classes as the need arises due to demand. The range can accommodate eleven students per class maximum for the BRC Training. Classes will be a minimum of nineteen hours and held Friday evening, Saturday and Sunday during the day beginning at 7:30 am both days. SWTC will hire MSF certified and state-approved Rider Coaches to teach the classes according to MSF standards. SWTC will provide the motorcycles to be used in the training classes.			
<b>Intended Sub-recipient:</b> Southwest Technology Center		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b>		<b>Estimated Local Benefit:</b>	
<b>Purchases Costing \$5,000 or more:</b>			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-11-06	Motorcycle Safety	State	\$25,148
<b>Countermeasures:</b> Motorcycle Rider Training		<b>Planned Activity:</b> State Funded MSF Training	
<b>Planned Activity Description</b>			
Western Technology Center will provide MSF/DPS approved motorcycle Basic Rider courses at their facility located in Elk City, OK. Utilizing grant funds provided, part-time instructors will provide training to the public. This will allow riders to receive much needed MSF approved training regarding the safe operation of motorcycles and increased awareness of impaired riding. Western Technology Center will provide maintenance and improvements of the riding range and classroom facilities for training purposes, maintain an inventory of safety equipment, and ensure every rider that receives training wears appropriate safety gear, including helmets.			
<b>Intended Sub-recipient:</b> Western Technology Center		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> NA		<b>Estimated Local Benefit:</b> NA	
<b>Purchases Costing \$5,000 or more:</b>			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-06-01	Motorcycle Safety	State	\$50,270
<b>Countermeasures:</b> Motorcycle Rider Training		<b>Planned Activity:</b> State Funded MSF Training	
<b>Planned Activity Description</b>			
Moore-Norman Technology Center will provide MSF/DPS approved motorcycle Basic Rider courses at their facility located in Norman, OK. Utilizing grant funds provided, part-time instructors will provide training to the public. This will allow riders to receive much needed MSF approved training regarding safe operation of motorcycles and increased awareness of impaired riding. Moore-Norman Technology Center will provide maintenance and improvements of the riding range and classroom facilities for training purposes, maintain inventory of safety equipment, and ensure every rider that receives training wears appropriate safety gear, including helmets.			
<b>Intended Sub-recipient:</b> Moore Norman Technology Center		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> NA		<b>Estimated Local Benefit:</b> NA	
<b>Purchases Costing \$5,000 or more:</b>			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-05-01	Motorcycle Safety	State	\$71,874
<b>Countermeasures:</b> Motorcycle Rider Training		<b>Planned Activity:</b> State Funded MSF Training	
<b>Planned Activity Description</b>			
Kiamichi Technology Centers would like to establish an MSF basic rider course that will eventually be taught district wide. The basic rider course will be conducted on an MSF-approved course by an MSF-approved rider coach. Kiamichi Tech will employ 6 part-time instructors, who will be sent to Rider Coach training in Stillwater, OK for a 9-day training. Motorcycle Safety Training classes will be held on weekends when the weather permits. Kiamichi Tech will offer training classes to all age groups (14+) and rider experience. All curriculum and materials used are MSF approved and are taught by an experienced and trained rider coach. All training sessions will be presented in a timely and professional manner.			
<b>Intended Sub-recipient:</b> Kiamichi Technology Centers		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> NA		<b>Estimated Local Benefit:</b> NA	
<b>Purchases Costing \$5,000 or more:</b>			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-01-07-11	Motorcycle Safety	State	\$23,516
<b>Countermeasures:</b> Motorcycle Rider Training		<b>Planned Activity:</b> State Funded MSF Training	
<b>Planned Activity Description</b>			
<p>The Oklahoma State University- Oklahoma City (OSU-OKC) Center for Safety &amp; Emergency Preparedness (CSEP) will provide MSF/DPS approved motorcycle courses including Ready 2 Ride (R2R), 3 Wheel Basic Rider (3WBRC), 3 Wheel Ready 2 Ride (3WR2R), Introductory Motorcycle Experience (IME), and a Basic Rider Course for deaf riders (BRC) at their facility located in Oklahoma City, OK. Utilizing grant funds provided, part-time instructors will provide training to the public.</p> <p>The Oklahoma State University – Oklahoma City (OSU-OKC) Center for Safety &amp; Emergency Preparedness (CSEP) proposes to host the Oklahoma Rider Coach Education Conference (OKREC) through a partnership with the Oklahoma Highway Safety Office. This conference will explore the future of motorcycle training in Oklahoma. It will provide an opportunity for all state-certified motorcycle instructors to network and find creative solutions to common issues in the field. The conference promotes consistency in programs and provides needed updates and refreshers for the instructors through an interactive learning environment. This conference is scheduled for March 2020.</p>			
<b>Intended Sub-recipient:</b> OSU-OKC		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b>		<b>Estimated Local Benefit:</b>	
<b>Purchases Costing \$5,000 or more:</b>			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-22-02-01-07	Motorcycle Safety	State	\$34,000
<b>Countermeasures:</b> MSF Public Education		<b>Planned Activity:</b> State Funded MSF Education	
<b>Planned Activity Description</b>			
<p>ABATE (A Brotherhood Aiming Towards Education) of Oklahoma will present their Share The Road (StR) Program to commercial driver training schools, civic organizations, trade shows, and other venues where adult drivers can be presented with the StR Program. This project will focus on providing education and awareness regarding recognizing motorcycles in the traffic scene, including identifying motorcyclist behavior and active crash avoidance. The program will be presented by trained StR Instructors.</p>			
<b>Intended Sub-recipient:</b> ABATE		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M11MA-22-02-01-03	MSF Paid Media	405(f)	\$5,000
<b>Countermeasures:</b> MSF Paid Media		<b>Planned Activity:</b> MSF Paid Media	
<b>Planned Activity Description</b>			
<p>Strategies for MSF media include targeted social media and television ads focused on educating drivers on the unknown risks that effect motorcyclists more than four-wheeled vehicle drivers. This safety message is paired with our state-funded motorcycle messaging in a campaign called, “Road Science”. This motorcycle awareness campaign, developed over the last few years, shows that it resonates with Oklahomans. This campaign is focused around the May-June time when we observe “Motorcycle Safety Month” and start to see more motorcyclists on Oklahoma roads.</p>			
<b>Intended Sub-recipient:</b> OKC Dodgers		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
M11MA-22-02-02-06	MSF Paid Media	405(f)	\$75,000
<b>Countermeasures:</b> MSF Paid Media		<b>Planned Activity:</b> MSF Paid Media	
<b>Planned Activity Description</b>			
Strategies for MSF media include targeted social media and television ads focused on educating drivers on the unknown risks that effect motorcyclists more than four-wheeled vehicle drivers. This safety message is paired with our state-funded motorcycle messaging in a campaign called, "Road Science". This motorcycle awareness campaign, developed over the last few years, shows that it resonates with Oklahomans. This campaign is focused around the May-June time when we observe "Motorcycle Safety Month" and start to see more motorcyclists on Oklahoma roads.			
<b>Intended Sub-recipient:</b> VI		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
STMC-21-07-13-00	MSF Program Management	State	\$70,561
<b>Countermeasures:</b> MSF Program Management		<b>Planned Activity:</b> MSF Program Management	
<b>Planned Activity Description</b>			
OHSO Program Manager will oversee the selected Motorcycle Safety programs to determine if projected activity milestones are being met, funds are being utilized properly, and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.			
<b>Intended Sub-recipient:</b> OHSO		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> NA		<b>Estimated Local Benefit:</b> NA	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
MC-22-07-01-00	Motorcycle Safety Program Management	402	\$8,439
<b>Countermeasures:</b> Highway Safety Office Program Management		<b>Planned Activity:</b> Program Management	
<b>Planned Activity Description</b>			
OHSO Program Manager will oversee the selected Motorcycle Safety programs to determine if projected activity milestones are being met, funds are being utilized properly, and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.			
<b>Intended Sub-recipient:</b> OHSO		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

<b>Project Number</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Fund Estimate</b>
STMC-22-07-14-00	Motorcycle Safety Program Management	State	\$46,079
<b>Countermeasures:</b> Highway Safety Office Program Management		<b>Planned Activity:</b> State Funded Program Management	
<b>Planned Activity Description</b>			
OHSO Program Manager will oversee the selected Motorcycle Safety programs to determine if projected activity milestones are being met, funds are being utilized properly, and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.			
<b>Intended Sub-recipient:</b> OHSO		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			



## ***Program Area: Police Traffic Services***

### ***Description of Highway Safety Problem***

Not all traffic crashes or serious injuries directly attributed to a specific primary causational factor such as impaired driving, failure to be properly restrained or improper or non-use of safety equipment. Simply put, many crashes occur because drivers operate a vehicle unsafely, without proper attention to traffic laws and road conditions. While some program areas target correctly identified problem areas such as seat belts or impaired driving, the general Police Traffic Services area intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification, which contribute in large part to the number of motor vehicle crashes and the death and injury resulting from them.

### ***Countermeasure Strategies for Police Traffic Services (PTS)***

HVE
PTS Law Enforcement Training
PTS Paid Media
Highway Safety Office Program Management
Public Information and Education

### ***Countermeasure Strategy: HVE***

#### **Project Safety Impact**

High-visibility enforcement is a proven strategy that includes targeted enforcement focusing on specific violations such as impaired driving, failure to wear seatbelts, and speeding. Additional HVE strategies may include the use of integrated enforcement during specific times of the day or night where more crashes are occurring, daytime impaired driving checkpoints; short-term high-visibility enforcement within identified safety corridors; and increased nighttime seat belt enforcement activities. High-visibility enforcement, including participation in the national seat belt and impaired driving mobilizations, is required of all law enforcement grants.

#### **Linkage between Program Area**

There is an existing linkage already established between increased occupant protection use, high-visibility enforcement, and education. Law Enforcement working overtime efforts to enhance and support a state or local occupant protection project is an accepted and supported practice. A large portion of funding is used to support such efforts to find and remove impaired drivers from the road. Seat belt use decreases during nighttime hours, so efforts are being made to increase enforcement during night-time hours. Fatal and injury crashes tend to occur more often between 8:00 p.m. and 4:00 a.m. and more often on Saturday and Sunday than any other day of the week.

#### **Rationale for Selection**

HVE should be a component of any Police Traffic Services enforcement project funded through the OHSO.

### ***Countermeasure Strategy: Law Enforcement Training***

#### **Project Safety Impact**

Proper training is essential to effective performance, especially in Law Enforcement. It is projected that such training will improve the effectiveness of law enforcement in recognizing and removing impaired drivers from

the roadways. Impaired driving detection is often difficult and requires specialized training in areas such as SFST, ARIDE, DRE, OP, legal updates, performance expectations, and others.

### **Linkage between Program Area**

When possible and necessary, funding provided for agencies to send personnel to training, as described above. The amount of funding based on the type of training provided and the agency's distance from the training site.

### **Rationale for Selection**

All Police Traffic Service activities have the potential for needed training. These needs reviewed during the application selection and funding process.

### **Countermeasure Strategy: *PTS Paid Media***

#### **Project Safety Impacts**

To reinforce the overall brand of the OHSO, and the many campaigns and messages that we deliver, OHSO developed a strategic communications plan. Strategic marketing is in its best form when all types of communication channels considered, and strategies decided before tactics and creative execution is developed. In its most basic form, marketing is about reaching your audience and communicating a message. We must decide what actions we want our audience to take, and how we will move them forward in the marketing journey. We need to disseminate messages that generate awareness of a cause but then employ further tactics to increase education, generate engagements, and ultimately convert our audience into brand advocates.

### **Linkage between Program Area**

The best way to influence behavior change is through a proven and scientific practice called social marketing. Social marketing means influencing behavior. We are attempting a behavior change. In this case, a behavior change that encourages our targets to adopt safe driving practices to reduce traffic accidents and related consequences. Changing behavior in society is hard, and it will not happen overnight.

No single tactic is most appropriate with social marketing campaigns. Our plans provide for multiple touchpoints that communicate with the target at the most appropriate times. Depending on the target and the campaign, we utilize traditional paid channels (television, radio, billboards, etc.) and digital channels (digital display ads, video, paid social media, etc.). We also utilize earned and owned media to communicate with the target and stakeholders. This includes public relations, social media, and other one-off tactics.

### **Rationale for Selection**

By utilizing a paid media consultant, evidence-based strategies employed to reach audiences statewide with traffic safety messages addressing impaired driving Oklahoma ENDUI program as well as national mobilizations. Identified markets include sports venues, and local audience targeted programming and support of national mobilization efforts. The program designed to reach all seventy-seven counties as outlined in the OHSO Communications Plan, targeting the appropriate audience with a powerful message. By using evidence-based strategies and the expertise of the paid media consultant, the impact should aid in decreasing the number and severity of traffic crashes overall.



***Countermeasure Strategy: Highway Safety Office Program Management***

**Project Safety Impact**

The OHSO will provide trained, qualified personnel to develop, monitor, coordinate, and manage the various Police Traffic Safety projects.

**Linkage between Program Area**

OHSO Program Managers will oversee the selected Police Traffic Safety programs to determine if projected activity milestones are being met, funds are being appropriately utilized, and assist as needed to facilitate the success of the project activities and to meet performance targets.

**Rationale for Selection**

The oversight of federally funded programs is a requirement to qualify for funding to prevent misuse and abuse of both Federal and State dollars directed toward highway safety efforts.

***Countermeasure Strategy: Public Information and Education***

**Project Safety Impacts**

Public Information and Education, appropriately done, is a universally long-recognized countermeasure to aid in achieving a change in attitudes and behaviors. This project will support the traffic safety education activities of the full-time deputy in public information and education efforts by purchasing an impaired driving simulator for use in those efforts. While the impact of traffic safety education cannot realistically be measured quantitatively, public information and education is a primary countermeasure that is recognized as an effective part of any traffic safety program.

**Linkage between Program Area**

Effective impaired driving efforts must include both enforcement and education (NHTSA Countermeasures That Work, 9th Edition). The use of designated alcohol-impaired driving prevention used to fund this program purchase.

**Rationale for Selection**

The use of designated alcohol-impaired driving prevention funding will be used to fund this program purchase for the purposes and strategies previously explained.

***Planned Activities in Countermeasure Strategy: Police Traffic Services (PTS)***

Drivers Education Programs
PTS Training and Education
State and Local HVE
State and Local Impaired Driving HVE
State and Local Speed HVE
Program Management

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-01-07	Police Traffic Services	402	\$22,000
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Bartlesville Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Bartlesville PD		<b>Staff Oversight:</b> Dee Gaymon	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$22,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-04-22	Police Traffic Services	402	\$62,850
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Broken Arrow Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Broken Arrow		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$62,850	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-05-05	Police Traffic Services	402	\$51,290
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Bryan County Sheriff's Office will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Bryan County SO		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$51,290	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-06-03	Police Traffic Services	402	\$26,913
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Caddo County Sheriff's Office will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Caddo County SO		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$26,913	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-07-13	Police Traffic Services	402	\$24,425
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Calera Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Calera PD		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$24,425	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-08-02	Police Traffic Services	402	\$25,377
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Choctaw Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Choctaw PD		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$25,377	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-09-02	Police Traffic Services	402	\$18,250
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Creek County Sherriff's Office will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Creek County SO		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$18,250	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-10-07	Police Traffic Services	402	\$19,916
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Del City Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Del City PD		<b>Staff Oversight:</b> Dee Gaymon	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$19,916	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-11-19	Police Traffic Services	402	\$57,805
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Durant Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Durant PD		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$57,805	
<b>Purchases Costing \$5,000 or more:</b> Yes – Stalker SAM Trailer @ \$8362			
Durant will utilize the Stalker SAM Trailer for traffic data collection to make informed decisions in areas of enforcement, speed limit changes and calming measures. Funding is provided for the purchase of a Stalker SAM Trailer that will collect this desired traffic data while providing feedback to drivers of their radar checked speed in comparison to the posted speed limit. The Stalker SAM Trailer will not be used for Automated Enforcement purposes.			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-12-18	Police Traffic Services	402	\$85,400
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Enid Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Enid PD		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$85,400	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-13-06	Police Traffic Services	402	\$10,000
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local Speed HVE	
<b>Planned Activity Description</b>			
The Guthrie Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Guthrie PD		<b>Staff Oversight:</b> Dee Gaymon	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$10,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-14-09	Police Traffic Services	402	\$16,325
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Idabel Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Idabel PD		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$16,325	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-15-13	Police Traffic Services	402	\$48,579
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The McAlester Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> McAlester PD		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$48,579	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-16-02	General Police Traffic Services	402	\$27,958
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local OP HVE	
<b>Planned Activity Description</b>			
The McIntosh County Sheriff's Office will conduct high visibility traffic enforcement and PI&E activities utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their County. Deputies will conduct enhanced enforcement efforts to identify traffic violations and conduct a variety of public information and education activities to inform and educate the public about enforcement efforts and other traffic safety issues. Effective, high visibility communications and outreach are an essential part of successful enforcement programs. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including crash reports, arrest records, public complaints, and other sources. Deputies will be assigned to conduct high visibility enforcement shifts in the identified areas.			
<b>Intended Sub-recipient:</b> McIntosh County SO		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$27,958	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-17-19	Police Traffic Services	402	\$44,880
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Midwest City Police Department will conduct overtime high visibility enforcement in support of the State and National goals to reduce the incidence of fatality, and serious injury crashes in their community. Officers will be assigned to work high visibility enforcement in identified areas. The Project Director will utilize all data and reference sources to identify those times, and locations having a significant crash rate involving impaired drivers including but not limited to, DDACTS, crash reports, arrest records, and OHSO data. Officers will be assigned to work high visibility enforcement (HVE) and saturation patrols in identified areas, specifically all major street arteries that cross the city, particularly within the following boundaries: SE 29th Street, NE 23rd Street, Sooner Road, and S. Douglas Blvd. Public information supporting enforcement (PI&E) activities will be conducted monthly as part of the HVE effort to inform and educate the public on safe driving habits, as well as the agency 's ongoing effort to deter traffic violations. Activity will be conducted in support of state and national mobilizations.			
<b>Intended Sub-recipient:</b> Midwest City PD		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$44,880	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-19-14	Police Traffic Services	402	\$101,626
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Norman Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Norman PD		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$95,083	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-20-15	Police Traffic Services	402	\$226,863
<b>Countermeasures:</b> HVE and Public Information and Education		<b>Planned Activity:</b> State and Local HVE and Driver Education Programs	
<b>Planned Activity Description</b>			
The Oklahoma County Sheriff's Office (OCSO) will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director should utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement is intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification. The project director will work with the program manager and asses all data to address areas of concern, including but not limited to, Occupant Protection, Impaired Driving, and Speeding. High visibility Occupant Protection enforcement, Impaired driving enforcement, Speed enforcement, and saturation patrols will be utilized to address these focus areas. The program manager will provide feedback and request directed enforcement throughout the grant year based on prior reporting and coordinated activities.			
Overtime hours will be paid at the rate determined by the Oklahoma County Sheriff's Office subject to the policies therein, not to exceed 1.5 times hourly rate unless contractually required. Part-time hours worked by part-time or reserve deputies, will be paid at the regular rate of the deputy according to department policy.			
Traffic Safety Educators: Two (2) full-time deputies will be funded as Traffic Safety Educators charged with conducting traffic safety programs statewide, utilizing the Rollover Simulator, Mule/Gator vehicle, and Distracted/Impaired Driver Simulator to provide outreach statewide. These deputies will partner with schools, non-profits, and other agencies to expand opportunities to elevate traffic safety programs throughout the state of Oklahoma.			
<b>Intended Sub-recipient:</b> Oklahoma County SO		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$226,863	
<b>Purchases Costing \$5,000 or more:</b>			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-21-04	Police Traffic Services	402	\$23,530
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Osage County Sheriff's Office will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Osage County SO		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$33,530	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-22-17	Police Traffic Services	402	\$62,970
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE and Impaired Driving HVE	
<b>Planned Activity Description</b>			
The Owasso Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Owasso PD		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$62,970	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-23-12	Police Traffic Services	402	\$15,000
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Pottawatomie County Sheriff's Office will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Pottawatomie County SO		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$15,000	
<b>Purchases Costing \$5,000 or more:</b> No			



Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-24-04	Police Traffic Services	402	\$127,000
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Rogers County SO will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Rogers County SO		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$127,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-26-16	Police Traffic Services	402	\$40,000
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Shawnee Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Shawnee PD		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$40,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-27-15	Police Traffic Services	402	\$79,252
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Tulsa Police Department will conduct high visibility enforcement utilizing overtime hours in support of State and National goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources. General traffic enforcement intended to allow agencies to address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Tulsa PD		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$79,252	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-02-08	Police Traffic Services	402	\$55,131
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Bethany Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in the community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize state and local data and reference sources available. General traffic enforcement will address a greater variety of traffic violations, dependent upon local problem identification. [for PT grants with specific milestones]This project will also emphasize [program area(s)] enforcement, in response to local data-driven needs.			
<b>Intended Sub-recipient:</b> Bethany PD		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$55,131	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-03-21	Police Traffic Services	402	\$86,500
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Bixby Police Department will conduct overtime general traffic enforcement in support of the State and National goals to reduce the incidence of fatality and serious injury crashes in our community. The Project Director will utilize all data and reference sources to identify those times and locations having a significant crash rate, including but not limited to, DDACTS, crash reports, arrest records, and OHSO data. Officers will be assigned to work high visibility enforcement (HVE) and saturation patrols in identified areas. Saturation patrols and/or sobriety checkpoints will be conducted as part of the cooperation with ENDUI task force efforts as much as possible.			
<b>Intended Sub-recipient:</b> Bixby PD		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$86,500	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-18-01	Police Traffic Services	402	\$20,000
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Moore Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in the community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize state and local data and reference sources available. General traffic enforcement will address a greater variety of traffic violations, dependent upon local problem identification.			
<b>Intended Sub-recipient:</b> Moore PD		<b>Staff Oversight:</b> Kelli Bruemmer	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$20,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-25-10	Police Traffic Services	402	\$27,000
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Sapulpa Police Department will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in the community. Officer's would work, on average, four (4) hour shifts that would be scheduled based on available data. Officer's would direct their efforts in several areas in and around the city to include, school zones, city streets along business routes, major intersections, and state highways that run through the city. To identify those times and locations where KA crashes most often occur, the Project Director will utilize state and local data and reference sources available. General traffic enforcement will address a greater variety of traffic violations, dependent upon local problem identification. This project will also emphasize occupant protection enforcement, and alcohol enforcement in response to local data-driven needs.			
<b>Intended Sub-recipient:</b> Sapulpa PD		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$27,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-03-28-15	Police Traffic Services	402	\$92,000
<b>Countermeasures:</b> HVE		<b>Planned Activity:</b> State and Local HVE	
<b>Planned Activity Description</b>			
The Tulsa County Sheriff's Office will conduct overtime high visibility enforcement in support of state and national goals to reduce the incidence of KA crashes in their community. To identify those times and locations where KA crashes most often occur, the Project Director shall utilize state and local data and reference sources available. General traffic enforcement will address a greater variety of traffic violations, dependent upon local problem identification. Public information and education (PI&E) supporting enforcement activities will be conducted on a monthly basis as part of the HVE effort to inform and educate the public on the importance of traffic safety as well as the agency's ongoing effort to deter dangerous driving behaviors.			
<b>Intended Sub-recipient:</b> Tulsa County SO		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$92,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
AI-22-01-01-10	Accident Investigation	402	\$44,000
<b>Countermeasures:</b> PTS Law Enforcement Training		<b>Planned Activity:</b> PTS Training and Education	
<b>Planned Activity Description</b>			
The OHP Traffic Homicide Unit will be responsible for all planning and execution including solicitation and notification to local law enforcement agencies, registration, lodging (if deemed necessary and available), CLEET certification, and any other related activities as necessary. Oklahoma Highway Patrol Troopers, certified in advanced crash investigation, will provide the training to local law enforcement officers. One-week courses will be conducted over a ten (10) month period. Four (4) courses will be conducted at an OHP training facility, including Advanced Momentum, Commercial Motor Vehicle Crash Reconstruction and Collision Scene Mapping/Documentation with UAV/Drones. Additional courses may be conducted pending funding availability.			
<b>Intended Sub-recipient:</b> Oklahoma Highway Patrol		<b>Staff Oversight:</b> Dee Gaymon	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-01-29-03	PTS Paid Media	402	\$75,000
<b>Countermeasures:</b> PTS Paid Media		<b>Planned Activity:</b> PTS Paid Media	
<b>Planned Activity Description</b>			
<p>A strategic communications plan has been put in place to reinforce the overall brand of the OHSO and the many campaigns and messages that we deliver. Strategic marketing is in its best form when all types of communication channels are considered, and strategies decided before tactics, and creative execution is developed. In its most basic form, marketing is about reaching your audience and communicating a message. We must decide what actions we want our audience to take, and how we will move them forward in the marketing journey. We need to disseminate messages that generate awareness of a cause but then employ further tactics to increase education, generate engagements, and ultimately convert our audience into brand advocates.</p>			
<b>Intended Sub-recipient:</b> VI – Conference Planning		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PT-22-07-30-00	PTS Program Management	402	\$408,206
<b>Countermeasures:</b> Highway Safety Office Program Management		<b>Planned Activity:</b> Program Management	
<b>Planned Activity Description</b>			
<p>OHSO Program Managers will oversee the selected Police Traffic Safety programs to determine if projected activity milestones are being met, funds are being appropriately utilized, and assist as needed to facilitate the success of the project activities and to meet performance targets.</p>			
<b>Intended Sub-recipient:</b> OHSO		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
AI-22-05-02-04	Accident Investigation Training	402	\$94,600
<b>Countermeasures:</b> PTS Law Enforcement Training		<b>Planned Activity:</b> PTS Training and Education	
<b>Planned Activity Description</b>			
<p>The project allows OHP investigators to use improved technology on the great bodily injury and fatal collisions they investigate and to provide this type of assistance to local law enforcement agencies when great bodily injury and fatal crashes occur within the local jurisdiction. The quality and accuracy of crash data is critical to supporting state and national highway safety goals as a basis for identifying problems and determining countermeasures and assigning resources in response. The OHP proposes to provide the OHP statewide crash team investigators with the software and hardware and training needed to communicate with internal vehicle systems as well as handheld/mobile wireless devices such as cellular phones and tablets. The technology gives investigators the capability to determine certain collision causal factors such as excessive speed or distracted driving.</p>			
<b>Intended Sub-recipient:</b> Oklahoma Highway Patrol		<b>Staff Oversight:</b> Dee Gaymon	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

## ***Program Area: Speed Management***

### ***Description of Highway Safety Problem***

Speed-related fatalities have shown a significant 5-year rolling average downward trend since 2016. Data related to fatality and serious injury crashes are analyzed to determine those localities having the highest rates of speed-related crashes. Oklahoma City and Tulsa, as the two most populous cities in Oklahoma, consistently rank as the highest for speed-related crashes. Through the problem identification process, all other locales ranked both by city and county, and those results considered in the evaluation of requests for proposals.

### ***Countermeasure Strategies for Speed Management***

Speed Abatement High Visibility Enforcement
Highway Safety Office Program Management

### ***Countermeasure Strategy: High Visibility Enforcement***

#### **Project Safety Impact**

High-visibility enforcement is a proven strategy that includes targeted enforcement focusing on specific violations such as impaired driving, failure to wear seatbelts, and speeding. Additional HVE strategies may consist of the use of integrated enforcement during specific times of the day or night where more crashes are occurring, daytime impaired driving checkpoints, short-term high-visibility enforcement within identified safety corridors, and increased nighttime seat belt enforcement activities. High-visibility enforcement, including participation in the national seat belt and impaired driving mobilizations, is required of all law enforcement grants.

#### **Linkage between Program Area**

There is an existing linkage already established between increased occupant protection use, high-visibility enforcement, and education. Law Enforcement working overtime efforts to enhance and support a state or local occupant protection project is an accepted and encouraged practice. A large portion of funding is used to support such efforts to find and remove impaired drivers from the road. Seat belt use decreases during nighttime hours, so efforts are being made to increase enforcement during night-time hours. Fatal and injury crashes tend to occur more often between 8:00 p.m. and 4:00 a.m. and more often on Saturday and Sunday than any other day of the week.

#### **Rationale for Selection**

HVE should be a component of any Police Traffic Services enforcement project funded through the OHSO.

### ***Countermeasure Strategy: Highway Safety Office Program Management***

#### **Project Safety Impact**

The OHSO will provide trained, qualified personnel to develop, monitor, coordinate, and manage the various Speed Abatement projects.

## Linkage between Program Area

OHSO Program Managers will oversee the selected Speed Abatement programs to determine if projected activity milestones are being met, funds are being appropriately utilized, and assist as needed to facilitate the success of the project activities and to meet performance targets.

## Rationale for Selection

The oversight of federally funded programs is a requirement to qualify for funding to prevent misuse and abuse of both Federal and State dollars directed toward highway safety efforts.

### *Planned Activities in Countermeasure Strategy: Speed Management*

State and Local Speed HVE
Program Management

Project Number	Project Title	Fund Source	Fund Estimate
SE-22-03-03-03	Speed Abatement	402	\$74,173
<b>Countermeasures:</b> Speed Abatement HVE		<b>Planned Activity:</b> State and Local Speed HVE	
<b>Planned Activity Description</b>			
The Wagoner County Sheriff's Office will conduct high visibility enforcement utilizing overtime and part-time hours in support of State and National goals to reduce the incidence of KA crashes in their community, focusing on speed-related violations. Deputies will be assigned to work high visibility enforcement in identified areas. To identify those times and locations where KA crashes most often occur, the Project Director should utilize all data and reference sources available including but not limited to, DDACTS, crash reports, arrest records, survey results, and other sources.			
<b>Intended Sub-recipient:</b> Wagoner County		<b>Staff Oversight:</b> Jaclynn Frace	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$74,173	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
SE-22-03-02-02	Speed Abatement	402	\$21,843
<b>Countermeasures:</b> Speed Abatement HVE		<b>Planned Activity:</b> State and Local Speed HVE	
<b>Planned Activity Description</b>			
The Pryor Creek Police Department will conduct overtime high visibility speed enforcement in support of state and national goals to reduce the incidence of KA crashes in the community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize state and local data and reference sources available. Officers will focus on drivers who commit speed violations through evidence-based countermeasures.			
<b>Intended Sub-recipient:</b> Pryor PD		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$21,843	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
SE-22-03-01-19	Speed Abatement	402	\$35,570
<b>Countermeasures:</b> Speed Abatement HVE		<b>Planned Activity:</b> State and Local Speed HVE	
<b>Planned Activity Description</b>			
The Lawton Police Department will conduct overtime high visibility speed enforcement in support of state and national goals to reduce the incidence of KA crashes in the community. To identify those times and locations where KA crashes most often occur, the Project Director will utilize state and local data and reference sources available and will direct officers to work overtime speed enforcement in those areas at those times. LPD aims to have a consistent presence of officers in the areas where speeding is most prevalent. When the public sees officers in those locations on a regular basis and see that consequences are likely, behavior change should follow leading to a reduction in speed related crashes.			
<b>Intended Sub-recipient:</b> Lawton PD		<b>Staff Oversight:</b>	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$35,570	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
SE-22-07-04-00	Speed Abatement Program Management	402	\$37,963
<b>Countermeasures:</b> Highway Safety Office Program Management		<b>Planned Activity:</b> Program Management	
<b>Planned Activity Description</b>			
OHSO Program Manager will oversee the selected Motorcycle Safety programs to determine if projected activity milestones are being met, funds are being utilized properly, and provide assistance as needed to facilitate the success of the project activities and to meet performance targets.			
<b>Intended Sub-recipient:</b> OHSO		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

***Program Area: Traffic Records***

***Description of Highway Safety Problem***

The ability to effectively collect, collate, and analyze data is not only ancillary but is of prime importance in being able to identify problems and measure program effectiveness. Recognizing such need, Oklahoma continues to work to improve its data collection and analysis systems, including improvement of its ability to create an appropriate and accessible citation and crash location maps. Designing such interfaces will allow for the rapid development of effective crash countermeasures, primarily as related to county roads and city streets.

Improvement in the core traffic record systems within the Department of Public Safety is a priority with the Traffic Records Council. The Traffic Records Council will take the lead in evaluating those core services and making recommendations on changes and improvements to user access and data integration.

***Countermeasure Strategies for Traffic Records***

Highway Safety Office Program Management
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***Countermeasure Strategy: Highway Safety Office Program Management***

**Project Safety Impact**

The OHSO will provide trained, qualified personnel to develop, monitor, coordinate, and manage the various Traffic Records projects.

**Linkage between Program Area**

OHSO Program Managers will oversee the selected Traffic Records programs to determine if projected activity milestones are being met, funds are being appropriately utilized, and assist as needed to facilitate the success of the project activities and to meet performance targets.

**Rationale for Selection**

The oversight of federally funded programs is a requirement to qualify for funding to prevent misuse and abuse of both Federal and State dollars directed toward highway safety efforts.

***Planned Activities for Countermeasure Strategy: Traffic Records***

Program Management
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Project Number	Project Title	Fund Source	Fund Estimate
TR-22-07-01-00	Traffic Records Program Management	402	\$125,546
<b>Countermeasures:</b> Highway Safety Office Program Management		<b>Planned Activity:</b> Program Management	
Planned Activity Description			
HSO Program Managers will oversee the selected Traffic Records programs to determine if projected activity milestones are being met, funds are being appropriately utilized, and assist as needed to facilitate the success of the project activities and to meet performance targets.			
<b>Intended Sub-recipient:</b> OHSO		<b>Staff Oversight:</b> Marie Moore	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			



## ***Program Area: Non-motorized (Pedestrian and Bicycle)***

### ***Description of Highway Safety Problem***

Oklahoma experienced 60 pedestrian and 16 pedal cyclist fatalities in 2018. The 5-year rolling average for fatalities projects little change in the number of bicyclist fatalities as well as an increase in the number of pedestrian fatalities over the next three years. Oklahoma has recognized this undesirable trend, but we have not been able to identify any specific behavioral or educational programs that have proven effective to any extent. For FY21, OHSO has expanded the bike and pedestrian safety partners to include INCOG from the Tulsa area, and ACOG and City of Oklahoma City in the Oklahoma City metropolitan area. We hope to see a drastic improvement in bike and pedestrian safety with these behavioral change campaigns.

### ***Countermeasure Strategies for Pedestrian and Bicycle Safety***

Pedestrian and Bicycle Public Information and Education
Pedestrian Safety - Conspicuity Enhancement

### ***Countermeasure Strategy: Pedestrian and Bicycle Public Information and Education***

#### **Project Safety Impacts**

Public Information and Education, done properly, is a universally long-recognized countermeasure to aid in achieving a change in attitudes and behaviors. Public Information and Education (PI&E) will be done through both paid media and earned media to support Pedestrian and Bicycle Safety efforts in Oklahoma. While all of our enforcement projects are required to provide some type of PI&E each month, including Bike/Ped related education, paid media used. Public information and education is a primary countermeasure recognized as an effective part of any traffic safety program.

#### **Linkage between Program Area**

Effective program components that have worked overtime include:

- media coverage of enforcement and public information activities by the local press and radio and television stations.
- training of law enforcement officers in the benefits of child passenger protection and methods of effective law enforcement.
- information activities aimed at target audiences; information activities coinciding with community events.
- a network of child restraint inspection stations.
- child restraint distribution programs; and public service announcements and other media coverage.

#### **Rationale for Selection**

The proper use of designated occupant protection/child passenger safety funding used to fund Bike/Ped Safety efforts statewide for the purposes and strategies outlined above and the activities listed.

### ***Countermeasure Strategy: Pedestrian Safety – Conspicuity Enhancement***

#### **Project Safety Impacts**

Nearly 16% of pedestrian fatalities in 2014 involved pedestrians who were not visible – dark clothing, no lighting, etc. (NHTSA, 2016, Table 100). There are a few opportunities for improving pedestrian conspicuity.

NHTSA’s child education program includes information about conspicuity messages targeting different age groups.

### Linkage between Program Area

The purpose of enhancing conspicuity for pedestrians is to increase the opportunity for drivers to see and avoid pedestrians, particularly when it is dark, since this is when 74% of pedestrian fatalities occur nationally (NCSA, 2017a). The difficulty with most of these devices is that the user must decide in advance to take and use them. Due to the extra step and the appearance of the conspicuity enhancements not looking like “normal” clothing, they are very much underused. Pedestrians also tend to overestimate their own visibility, wrongly assuming if they can see vehicles that vehicles must see them (Karsh, Hedlund, Tyson, & Leaf, 2012).

### Rationale for Selection

Widespread use of retroreflective materials would increase the ability of drivers to detect pedestrians at night in time to avoid crashes. Pedestrians wearing good retroreflective materials, particularly materials that highlight a person’s shape and moving extremities (i.e., wrists and ankles), or widespread use of active (flashing) lights can be detected hundreds of feet farther than can pedestrians in normal clothing, even with low-beam illumination (Koo & Huang, 2015; Karsh, Hedlund, Tyson & Leaf, 2012; Zegeer et al., 2004, Strategy B5).

### Planned Activities for Countermeasure Strategy: Pedestrian and Bicycle Safety

Pedestrian and Bicycle Public Information and Education
Pedestrian Safety Conspicuity Enhancement
Pedestrian and Bicycle Community Outreach & Education

Project Number	Project Title	Fund Source	Fund Estimate
PS-22-04-01-02	Pedestrian Safety	402	\$100,000
<b>Countermeasures:</b> Pedestrian and Bicycle Public Information and Education and Pedestrian Safety – Conspicuity Enhancement		<b>Planned Activity:</b> Pedestrian and Bicycle Public Information and Education and Pedestrian Safety – Conspicuity Enhancement	
<b>Planned Activity Description</b>			
<p>This project will support and expand Watch For Me OKC, a public awareness campaign, to increase the safety of pedestrians and bicycles on the road. This will be done through the utilization of Watch For Me OKC, a program run by the city of Oklahoma City. This program provides information pertaining to laws and regulations regarding pedestrians and bicyclists, tips for driving, walking, and cycling in a safe manner, and works to increase the number of people using active means of transportation. The content will be expanded by ACOG's Transportation Planning Division and the Public Information Division, with collaboration from the City of Oklahoma City and surrounding communities.</p> <p>ACOG will provide information via billboards, social media, and radio advertisements. Using ACOG's data, this information will be targeted to locations that experience high levels of bicycle and pedestrian involved crashes. Because the City of Oklahoma City is also working on this campaign, ACOG's primary objective will be to expand the campaign's reach to the surrounding communities within the OCARTS area.</p>			
<b>Intended Sub-recipient:</b> ACOG		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$100,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PS-22-04-02-08	Public Information and Education	402	\$84,000
<b>Countermeasures:</b> Public Information and Education		<b>Planned Activity:</b> Pedestrian and Bicycle Community Outreach and Education	
<b>Planned Activity Description</b>			
The project work plan is to impact pedestrian and bicyclist safety through education, encouragement, and engineering. Project efforts planned and implemented by interdisciplinary teams working together to target problem areas and offer practical solutions for improvement. Through coordination with INCOG transportation planners we will utilize grant funding to conduct safety and educational media campaigns, host training for local transportation professionals, law enforcement, and/or other advocates, partner with Tulsa Public Schools to teach safe walking and biking practices, and other-related activities. The grant will fund media campaigns on a variety of mediums, including educational materials, and provide funding for personnel to attend a pre-approved bicycle/pedestrian safety conference.			
<b>Intended Sub-recipient:</b> INCOG		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$84,000	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PS-22-02-03-24	Public Information and Education	402	\$42,105
<b>Countermeasures:</b> Public Information and Education		<b>Planned Activity:</b> Pedestrian and Bicycle Community Outreach and Education	
<b>Planned Activity Description</b>			
Safe Kids Oklahoma (SKO) will use qualified, experienced employees, contract labor and community partners to implement pedestrian and bicyclist safety education through events and activities such as Walk This Way, International Walk to School Day, Spot the Tot, Bike Rodeos, Bike to School day, and other related events/activities targeting children who walk, or bike to school. SKO will be responsible for the oversight and assistance in planning and implementation of events and activities at the local level. We will share our bike and pedestrian safety resources: such as bike rodeo kits, crosswalk mats, and spot the tot mat, with local Safe Kids coalitions, as well as community partners to support bike and pedestrian safety efforts statewide. Locations of outreach efforts chosen based on OHSO Crash Data, and the opportunity to reach the maximum number of target participants.			
<b>Intended Sub-recipient:</b> Safe Kids Oklahoma		<b>Staff Oversight:</b> Sam Harcrow	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

**Program Area: Paid Media**

**Description of Highway Safety Problem**

This project consists of multiple components to develop a series of year-round integrated marketing communications activities that build upon, leverage and maximize the impact of the major enforcement and paid advertising campaigns. The activities in this project will communicate traffic safety messages to the public through sports venues and will proactively encourage behavioral change that will save Oklahoma lives. Through event marketing, television, radio, venue signage, printed materials, digital/social media, this project designed to communicate our traffic safety messages as efficiently as possible.

**Countermeasure Strategies for Paid Media**

Paid Media – Sports Marketing
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**Planned Activities for Countermeasure Strategy: Paid Media**

Paid Media – Sports Marketing
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Project Number	Project Title	Fund Source	Fund Estimate
PM-22-02-02-03	Paid Media	402	\$95,000
<b>Countermeasures:</b> Sports Marketing		<b>Planned Activity:</b> Sports Marketing	
<b>Planned Activity Description</b>			
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, OKC Thunder Basketball, and the OKC Dodgers minor league baseball organization.			
<b>Intended Sub-recipient:</b> Learfield - OSU		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PM-22-02-03-03	Paid Media	402	\$95,000
<b>Countermeasures:</b> Sports Marketing		<b>Planned Activity:</b> Sports Marketing	
<b>Planned Activity Description</b>			
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, OKC Thunder Basketball, and the OKC Dodgers minor league baseball organization.			
<b>Intended Sub-recipient:</b> Learfield - OU		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PM-22-02-04-06	Paid Media	402	\$200,000
<b>Countermeasures:</b> Sports Marketing		<b>Planned Activity:</b> Sports Marketing	
<b>Planned Activity Description</b>			
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, OKC Thunder Basketball, and the OKC Dodgers minor league baseball organization.			
<b>Intended Sub-recipient:</b> VI Marketing and Branding		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

Project Number	Project Title	Fund Source	Fund Estimate
PM-21-02-04-00	Paid Media	402	\$100,000
<b>Countermeasures:</b> Sports Marketing		<b>Planned Activity:</b> Sports Marketing	
<b>Planned Activity Description</b>			
A variety of sports marketing venues and print media vendors selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging directed at impaired driving and occupant protection with possible secondary messages related to motorcycle safety. Sports marketing through appropriate vendors will reach sports fans of the University of Oklahoma, Oklahoma State University, OKC Thunder Basketball, and the OKC Dodgers minor league baseball organization.			
<b>Intended Sub-recipient:</b> Fox Sports - OKC Thunder		<b>Staff Oversight:</b> Cody McDonell	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Purchases Costing \$5,000 or more:</b> No			

## Evidence-based Traffic Safety Enforcement Program (TSEP)

### *Planned Activity*

Impaired Driving Highway Safety Program Management
Impaired Driving Statewide Law Enforcement Coordinator
Occupant Protection Paid Media
Police Traffic Services Highway Safety Program Management
State and Local Impaired Driving High Visibility Enforcement
State and Local Impaired Driving High Visibility Enforcement Incentive Grants
State and Local Speed High Visibility Enforcement

### *Crash Analysis*

The OHSO data analyst, along with the DPS Enforcement Planner and others, performs in-depth analyses of the crash data available to identify the major causation factors and those areas having a significant injury crash rate at or above the state average. Based on review of the project proposals submitted and reviewed, as identified, and explained in the planning section of the application, projects are selected for inclusion in the HSP.

### *Deployment of Resources*

The evidence-based traffic enforcement program instituted by the OHSO and its various law enforcement partners endeavors to use high-visibility enforcement practices supported by high-visibility media campaigns to decrease and/or prevent motor vehicle crashes resulting from driver error in those locations deemed at risk for such incidents. At a minimum, the OHSO provides data analyses of crashes, including crash injury rates, causes and locations to identify those areas of highest risk to allow for better deployment of available resources and continual monitoring of the effective use of those resources. The OHSO also plans evidence-based high-visibility strategies to support state and national mobilization efforts including “Click It or Ticket” and “Drive Sober or Get Pulled Over” efforts.

The major use of traffic safety funding for traffic safety directed grants to local, county and state law enforcement agencies. These grants primarily pay for overtime activities by law enforcement to reduce the incidence of speeding/aggressive driving, driving under the influence of alcohol/drugs, failure to use vehicle restraints, and other types of violations, that primarily contribute to crashes. Organizations eligible for enforcement grants include municipal police departments, county sheriff offices and state law enforcement agencies. All grant proposals, whether through the normal request for proposal process or elicited by the OHSO, must include a problem identification, project description based on evidence-based strategies, objectives and milestones, budget detail and evaluation criteria. OHSO has developed policies and procedures to ensure that grant funds utilized in an efficient and effective manner in support of state goals and objectives.

### ***Effectiveness Monitoring***

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by the OHSO. The law enforcement agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked, and the number of contact reports issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

The OHSO employs Program Managers who oversee and manage the projects and programs selected for inclusion in the Highway Safety Plan. In addition, the OHSO provides funding for Impaired Driving Liaisons (IDL's) who provide field coordination to OHP troops and local governmental agencies within their assigned regions. Contact with enforcement agencies maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies are continuously evaluated by both staff members and the Statewide OP or Impaired Driving Coordinator for their impact and effectiveness, and modifications are made when and where warranted.

## High-Visibility Enforcement (HVE) Strategies

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase the seat belt use rate across the State.

### *Planned HVE Activities*

Breath Test Devices
High Visibility Enforcement
Impaired Driving High Visibility Enforcement
Publicized Sobriety Checkpoints
Impaired Driving Highway Safety Office Program Management
Impaired Driving Paid Media
Impaired Driving Task Force (ENDUI Task Force)
Judicial Education
Law Enforcement Outreach Liaison
Child Restraint System Inspection Station(s)
OP High Visibility Enforcement
OP Highway Safety Office Program Management



## 405(b) Occupant Protection Grant

### *Occupant Protection Plan*

The Oklahoma Occupant Protection Program Area is a plan that identifies the OP safety problems, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems,

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan.

### *Participation in Click-it-or-Ticket (CIOT) National Mobilizations*

The below list of agencies participated in the CIOT National Mobilization May 25<sup>th</sup> through June 6<sup>th</sup>, 2021. Mobilization effectiveness will be reported in the FY2021 OHSO Annual Report.

Alva, City of	McIntosh Co Sheriff's Office
Anadarko, City of	McLoud Police
Ardmore Police Department	Midwest city police department
Atoka Police Department	Mustang Police Department
Bartlesville Police Department	Norman Police Department
Bartlesville, City of	Norman, City of
Beaver County	Okarche Police Dept.
Bethany Police Department	Oklahoma City Police Department
Bixby Police Dept, City of	Oklahoma County
Broken Arrow PD	Oklahoma Highway Patrol
Bryan County	Oklahoma State University Police
Caddo County Sheriff's Office	Osage County Sheriff's Office
Calera Police Department	Owasso Police Dept
Chickasha Police Department	Pawnee County Sheriff's Office
Choctaw Police Department	Piedmont Police Department
City of Comanche Police Department	Ponca City Police Department
Clinton Police Department	Pond Creek Police Department
Colbert Police Department	Pottawatomie Sheriff's Office, County of
Collinsville Police Department	Purcell Police Department
Cotton County Sheriff's Office	Rogers County Sheriff's Office
Creek County Sheriff's Office	Rush Springs Police Department
Custer county Sheriff's Office	Salina Police Department
Del City Police Dept	Sand Springs, City of
Disney Police department	Sapulpa Police Department
Drumright Police Dept, City of	Seminole Police Dept, City of
Durant Police Department	Sequoyah County Sheriff's Office
Edmond Police Department	Shawnee Police Department
Enid Police Department	Stillwater PD
Fairland Police Department	Stillwater Police Department
Foyal Police	Tahlequah, City of

Glenpool Police Department	Tecumseh Police Department
Grove, City of	Tishomingo Police Department
Guthrie, City of	Tulsa Police Department
Guymon Police Department	Tulsa Sheriff's Office, County of
Hooker Police Department	Tuttle Police Department
Idabel Police Department	Valley Brook PD
Kay County	Wagoner County Sheriff's Office
Kay County Sheriff's Office	Warr Acres Police Department
Lawton, City of	Wilburton Police Department
Madill, City of	Woodward County Sheriff's Office
McAlester, City of	Yukon Police Department
McCurtain County	

### ***Planned Participation in Click-it-or-Ticket (CIOT)***

The Oklahoma Highway Safety Office actively supports NHTSA's national "Click It or Ticket" mobilization each year. OHSO uses an online electronic mobilization reporting system allowing law enforcement agencies to indicate their intent to participate and to report activity after the mobilization.

Each sub-recipient law enforcement agency is required, as a condition of their grant agreement, to participate in and report enforcement/PI&E activities for the "Click It or Ticket", including submission of pre-mobilization and post-mobilization reports. Reporting is not limited to the use of grant funds, as the use of some grant funds is not allowed.

A national mobilization notification sent to all Law enforcement agencies that are not sub-recipients before the mobilization by the OHSO Impaired Driving Liaison (IDL) assigned to their region. These agencies are encouraged to support the statewide mobilization efforts.

The OHSO actively promotes the mobilizations with earned media and support from our Safe Communities groups. Our paid media contractor promotes the mobilizations using the national messaging taglines unless otherwise directed by the OHSO. The contractor is required to report on the number of impressions achieved in each advertising venue.

### ***List of Task for Participants and Organizations***

The agencies and organizations listed below are active partners in the development and implementation of the statewide occupant protection plan.

Bethany Children's Hospital
Children's Center Rehabilitation Hospital
Children's Hospital at OU Medical Center
Oklahoma Dept. of Human Services-Child Care Licensing Division
Safe Kids Oklahoma, Inc. (Bethany Children's Hospital)
Safe Kids Oklahoma City Metro
Safe Kids Tulsa Area (St. Francis Hospital)
State Farm Insurance
United Way of Oklahoma

### ***Child Restraint Inspection Stations***

Inspection station events planned throughout the state are subject to date/time change due to the ongoing health crisis. Any report instructions and changes made available before each event. The below table represents inspection station events by community served.

Urban Community	Rural Community	At-Risk Community	Total Events State-wide
174	181	76	431

### ***Child Passenger Safety Technicians***

Technicians must receive re-certification every two years, and efforts expended to support technicians in the recertification process to ensure high retention rates. The estimated need of certified CPS technicians based on both, an assessment of both past years' re-certification rates and new technicians' certification rates.

Recruitment efforts for new technicians are ongoing throughout the year. During the annual Traffic Safety Summit, law enforcement personnel receive information concerning CPS technician training and highly encouraged to become certified.

CPS technician training events planned throughout the state are subject to date/time change due to the ongoing health crisis.

Estimated Training Events	Estimated Certified/Re-certified Technicians
21	284

### ***Maintenance of Effort Certification***

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015. (23 U.S.C. 405f(a)(9))

## 405 (c) State Traffic Safety Information System Improvements Grant

### *Traffic Record Coordinating Committee (TRCC)*

The Traffic Records Council provides a diverse and important opportunity for communication, information sharing, and planning efforts directly related to improving traffic records collection and reporting in the state.

#### **TRCC Members**

##### HIGHWAY SAFETY

Paul Harris, Chair  
Director  
Oklahoma Highway Safety Office  
3223 N. Lincoln Blvd.  
Oklahoma City, OK 73105  
Phone: 405-523-1590  
Fax: 405-523-1586  
[Email: paul.harris@dps.ok.gov](mailto:paul.harris@dps.ok.gov)

##### DEPARTMENT OF PUBLIC SAFETY

Lt. Colonel Russell Maples  
Oklahoma Highway Patrol  
P.O. Box 11415  
Oklahoma City, OK 73136  
Phone: 405-425-2012  
Fax: 405-419-2155  
[Email: russell.maples@dps.ok.gov](mailto:russell.maples@dps.ok.gov)

##### **Crash Database**

Virgil Bonham, Vice Chair  
Director, Records Management  
Department of Public Safety  
P.O. Box 11415  
Oklahoma City, OK 73136  
Phone: 405-425-2047  
Fax: 405-425-2258  
[Email: virgil.bonham@dps.ok.gov](mailto:virgil.bonham@dps.ok.gov)

##### **Driver Database**

VACANT  
Commissioner's Office  
Department of Public Safety  
P.O. Box 11415  
Oklahoma City, OK 73136  
Phone:  
Fax: 405-419-2050  
Email:

##### HIGHWAY INFRASTRUCTURE

**Roadway Database**  
Edward Dührberg P.E.  
Highway Safety Engineer  
Department of Transportation  
200 NE 21<sup>st</sup>  
Oklahoma City, OK 73105  
Phone: 405-521-2146  
Fax: 405-521-2861  
Email: eduhrberg@odot.org

##### DEPARTMENT OF HEALTH

**Injury Surveillance System Database**  
Tracy Wendling, Dr PH.  
Director  
Injury Prevention Service  
Ok State Dept. of Health  
1000 NE 10<sup>th</sup>  
Oklahoma City, OK 73117-1299  
Phone: 405-271-3430  
Fax: 405-271-2799  
[Email: TracyLM@health.ok.gov](mailto:TracyLM@health.ok.gov)

##### **Emergency Medical Services Database**

Dale Adkerson  
Administrative Pm, EMS Division  
1000 NE 10<sup>th</sup>  
Oklahoma City, OK 73117-1299  
Phone: 405-271-4027  
Fax: 405-271-4240  
[Email: dalea@health.ok.gov](mailto:dalea@health.ok.gov)

##### MUNICIPAL COURT SYSTEM

Marcie V. Vergez  
PO Box 10  
Tuttle, OK 73089  
Phone: 405-381-2335  
Fax: 405-381-3852  
[Email: mbehrens@cityoftuttle.com](mailto:mbehrens@cityoftuttle.com)

##### COMMERCIAL VEHICLE ENFORCEMENT

Kirstie Ware  
Oklahoma Highway Patrol – Troop S  
200 NE 38<sup>th</sup> Terrace  
Oklahoma City, OK 73105  
Phone: 405-521-6074  
[Email: kirstie.ware@dps.ok.gov](mailto:kirstie.ware@dps.ok.gov)

##### VEHICLE REGISTRATION

**Vehicle Database**  
Dennis Roller  
(Pending formal approval)  
Oklahoma Tax Commission  
2501 N. Lincoln  
Oklahoma City, OK 73105  
Phone: 405-522-5606  
[Email: droller@tax.ok.gov](mailto:droller@tax.ok.gov)

##### FMCS ADMINISTRATION

Larry Ramsey (non-voting member)  
300 N. Meridian Suite 106-S  
Oklahoma City, OK 73107  
Phone: 405-605-6047  
Fax: 405-605-6176  
[larry.ramsey@fmcsa.dot.gov](mailto:larry.ramsey@fmcsa.dot.gov)

TRAFFIC LAW ENFORCEMENT

Lt. David Steiner  
Oklahoma City Police Department  
Traffic Investigations Division  
700 Colcord Drive  
Oklahoma City, OK 73102  
Phone: 405-316-5132

[Email: david.steiner@okc.gov](mailto:david.steiner@okc.gov)

TRAFFIC LAW ENFORCEMENT

Lt. JJ Peters  
Tulsa Police Department  
600 Civic Center  
Tulsa, OK 74103  
Phone: 918-586-6029  
Cell: 918-633-3549

[Email: jpeters@cityoftulsa.org](mailto:jpeters@cityoftulsa.org)

***TRCC Meeting Dates***

19JAN2021

20APR2021

20JUL2021

MOTORCYCLE SAFETY  
ADVISORY COMMITTEE

Lt. Colonel J.D. Wilson  
Oklahoma Highway Patrol  
P.O. Box 11415  
Oklahoma City, OK 73136  
Phone: 405-425-2017  
Fax: 405-419-2155

[Email: james.wilson@dps.ok.gov](mailto:james.wilson@dps.ok.gov)

ADMINISTRATIVE OFFICE OF THE COURTS

***Citation & Adjudication Database***

Phylisha Smotherman  
Director, Training & Help Desk  
MIS, Supreme Court Records  
Court Administrator's Office  
1915 N. Stiles, Suite 305  
Oklahoma City, OK 73105  
Phone: 405-556-9300  
Fax: 405-521-9688

[Phylisha.Smotherman@OSCN.net](mailto:Phylisha.Smotherman@OSCN.net)

## ***Traffic Records System Assessment***

### Traffic Record Assessment Report

Oklahoma

Assessment Date: May 26, 2015

The National Highway Traffic Safety Administration (NHTSA) conducted a traffic records assessment for the State of Oklahoma from February 17, 2015 through May 22, 2015. The final report was issued on May 26, 2015. The NHTSA recommendations from that assessment and the State response to those recommendations are provided herein.

Data System: TRCC Management

Recommendation: None

State Response: None

#### **Data System: Crash**

**Recommendation:** Improve the data dictionary for the Crash data system.

**State Response:** The Data Dictionary will be updated in 2021 when the new State Electronic Crash Reporting System is fielded.

**Recommendation:** Improve the data quality control program for the Crash data system.

**State Response:** Oklahoma will implement a new electronic crash reporting system in 2021 that will replace PARIS. The system is being designed to have a 99.5% data accuracy rate.

#### **Data System: Driver**

**Recommendation:** Improve the data quality control program for the Driver data system.

**State Response:** This was included as part of the DPS Data Modernization Project. The retirement of the Main Frame is scheduled to occur in December of 2020. The Department will be moving to a modern Server which will all for improvements to be made.

**Recommendation:** Improve the data dictionary for the Driver data system.

**State Response:** The Data Dictionary will be updated when the new electronic crash reporting system is implemented in 2021.

#### **Data System: Vehicle**

**Recommendation:** Improve the data dictionary for the Vehicle data system.

**State Response:** In correlation with the MMUCC data element updates will take place in 2021 with the implementation of a new electronic crash reporting system.

**Recommendation:** Improve the data quality control program for the Vehicle data system.

**State Response:** The Oklahoma Tax Commission does not feel that they can make any significant changes or improvements to the current system at this time.

**Recommendation:** Improve the procedures/ process flows for the Vehicle data system.

**State Response:** The Oklahoma Tax Commission does not feel that they can make any significant changes or improvements to the current system at this time.

**Data System: Roadway**

**Recommendation:** Improve the applicable guidelines for the Roadway data system.

**State Response:** The Oklahoma Department of Transportation will review the detail of recommendations to determine if the recommended improvements can be made. The TRCC is working to re-establish a working Roadway Inventory System document to track any changes or improvements which may occur to any of the model elements.

**Recommendation:** Improve the data quality control program for the Roadway data system.

**State Response:** The Oklahoma Department of Transportation will review the detail of recommendations to determine if the recommended improvements can be made.

**Recommendation:** Improve the procedures/ process flows for the Roadway data system.

**State Response:** The Oklahoma Department of Transportation will review the detail of recommendations to determine if the recommended improvements can be made.

**Recommendation:** Improve the interfaces with the Roadway data system.

**State Response:** The Oklahoma Department of Transportation will review the detail of recommendations to determine if the recommended improvements can be made.

**Recommendation:** Improve the data dictionary for the Roadway data system.

**State Response:** In correlation with the MMUCC data element updates to take place in 2017, the State will review and update its data dictionary as necessary.

**Data System: Citation/Adjudication**

**Recommendation:** Improve the data quality control program for the Citation and Adjudication systems.

**State Response:** DPS and the State Court Clerks Association will continue the training process for submitting citation information.

**Recommendation:** Improve the data dictionary for the Citation and Adjudication systems.

**State Response:** The State will review and update its data dictionary as necessary.

**Data System: Injury Surveillance**

**Recommendation:** Improve the description and contents of the Injury Surveillance systems.

**State Response:** The State Department of Health EMS Division will look into what specific IS they now have for recommendations on improvement. The TRCC is working to re-establish a working IS Inventory System document to track any changes or improvements which may occur.

**Recommendation:** Improve the interfaces with the Injury Surveillance systems.

**State Response:** The State Department of Health EMS Division will look into what specific IS there now have for recommendations on improvement.

**Recommendation:** Improve the data quality control program for the Injury Surveillance systems.

**State Response:** The trauma registry and OKEMESIS are moving toward creation of a new data dictionary.

**Recommendation:** Improve the data dictionary for the Injury Surveillance systems.

**State Response:** In correlation with the MMUCC data element updates to take place in 2017, the State will review and update its data dictionary as necessary.

**Data System: Data Use & Integration**

**Recommendation:** Improve the traffic records systems capacity to integrate data.

**State Response:** Improvement in this area has been stalled due to the limited capabilities of the DPS mainframe system which is the database of record. The mainframe will be taken offline in December 2020 and will be replaced by a modern server in the Office 360 environment. The improved capabilities of the new servers will allow data integration improvements. The TRCC has contracted with an outside Traffic Records Company to do an assessment of the Oklahoma traffic records systems and provide a strategic plan for system wide improvements. These improvements will begin to be put in place beginning in 2021.

### ***Traffic Records for Measurable Progress***

Recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Performance Areas: T=Timeliness A=Accuracy C=Completeness U=Uniformity I=Integration Ac=Accessibility

#### **1-B Strategic Planning**

Item	Performance Measure	Benchmark	Goal	Priority Performance Area	Responsibility
1	Conduct an annual meeting to evaluate program status and update the Strategic Plan as needed.	Annual Meeting to coincide with the regularly scheduled April meeting, or by special meeting called by the Council Chair.	1-6	U/I	Chair/Vice Chair
2	Conduct regular quarterly meetings of the Traffic Records Council.	Meetings to be conducted in January, April, July and October subject to approval in accordance with State Law.	1,2	U/I	Chair/ vice chair
3	Educate executive level members on program status	Agency head briefings to be conducted after annual meeting (see PM 1 of this section).	1-6	U/I	Chair/ vice chair

#### **1-C Data Use & Integration**

Item	Performance Measure	Benchmark	Goal	Priority Performance Area	Responsibility
2	Continue to promote this council as the focal point for questions and issues regarding public access to data.	Effective upon approval of the Strategic Plan at the October 2015 meeting. Ongoing focus required.	1,3,4,5,6	U	Chairman/Vice Chair



2-A Crash

Item	Performance Measure	Benchmark	Goal	Priority Performance Area	Responsibility
1	Improve the data dictionary for the Crash data system by updating to the new MMUCC standards.	Update December 31, 2017.  Expect completion in 2021	1,5	A/C	Amy Graham
4	Incorporate Lat/Long data in all electronic crash reports.	Completed	1-6	A	MAJ Ronnie Hampton, OHP
6	Improve the percentage of mappable crashes in SAFE-T by integrating data from Google Maps, the ODOT city/street database and the collision data within SAFE-T, thereby giving the system more accurate data overall.	Increase the percentage of mappable crashes from 66% in March 2015 to 73% in March of 2016.  Complete	1,3	A	Edward Dührberg, ODOT

2-B Roadway

Item	Performance Measure	Benchmark	Goal	Priority Performance Area	Responsibility
1	Incorporate use of RDS in SAFE-T to predict <i>probability</i> of collisions by location.	Incorporate into SAFE-T by December 31, 2016 In-Progress	1, 3, 4, 6	A/I	Edward Dührberg, ODOT
2	Develop ability in SAFE-T to query MV crashes by intersection signalization at non-signal controlled intersections.	Complete development by June 30, 2016.	3,5,6	A/I	Edward Dührberg, ODOT
3	Upgrade mapping capabilities in SAFE-T by inclusion of roadway data in Sliding Scale Analysis Reports.	Complete by June 30, 2016.	3,5,6	A/I	Edward Dührberg, ODOT
4	Develop ability within SAFE-T to query crash reports by Tribal boundaries.	Complete development by December 31, 2015.	3,5,6	A/I	Edward Dührberg, ODOT

5	Upgrade the help feature capabilities of SAFE-T.	Develop help files within SAFE-T by December 31, 2015.	1, 3, 4, 6	A/Ac	Edward Dhrberg, ODOT
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2-C Driver

Item	Performance Measure	Benchmark	Goal	Priority Performance Area	Responsible Person
1	Continue to educate courts on the necessity to submit conviction files	Conduct semi-annual meetings with court clerks and judges.	1	I	Virgil Bonham
2	Increase the number of electronically submitted abstracts from municipal courts to DPS using OCRS.	Commence rebuilding of OCRS within two years and complete the rebuild within three years.	1, 2, 3, 4, 5	C/T	Virgil Bonham, DPS
3	Increase the efficiency of electronically submitted abstracts by encouraging updates to the data dictionary used by 3rd party vendors such as Kell Pro.	Update the formats and codes for submission of electronic data as necessary, based on legislative actions and edits for existing or new codes. Last update 11/01/15.	1, 4, 5	C	Virgil Bonham, DPS
4	Improved DPS Data Dictionary	Maintain updates of Kell Pro, AOC, and 3 <sup>rd</sup> party municipal vendors as needed	1, 4, 5	A/C	Virgil Bonham, DPS
5	Improve DPS data quality program.	Incorporate new MMUCC guidelines as necessary by December 31, 2017.	1, 4, 5	A/C	Virgil Bonham, DPS

2-E Citation and Adjudication

Item	Performance Measure	Benchmark	Goal	Priority Performance Area	Responsible Person
1	Involve the Municipal Court Clerks Association in planning efforts of abstracting e-citations	OTRC members will make presentation to the Municipal Court Clerks Association on a regular basis.	1,2,3	I/A	Virgil Bonham, DPS
2	Continue to promote further development of the E-citation system for both district and municipal courts.	Meet on a regular basis, at least quarterly, to evaluate and report to TRCC on status.	1,3,4,5	I/A	Virgil Bonham, DPS
3	Improve the data dictionary for the Citation and Adjudication system by updating the systems to reflect the latest updates.	Edit annually in accordance with state statutes.	1,3,4,5	A/C	Virgil Bonham DPS
4	Continue development of a DUI Offender Database compliant with MIDRIS standards.	Complete development and integration of the Standardized DUI Arrest Report within PARIS by January 1, 2016.	1,3,4,5	A/C	MAJ Ronnie Hampton, OHP

2-F Injury Surveillance

Item	Performance Measure	Benchmark	Goal	Priority Performance Area	Responsible Person
1	Begin instituting data quality checks in OKEMSIS to reduce the rate of missing information; continue to promote OKEMSIS and recruit additional agencies to submit data.	OKEMSIS 2.2 validity is currently around 94%. With OKEMSIS Version 3.34, end of 2016 validity will be 80%. with 90% of EMS services current with required submissions. Between 2017 and 2020, an increase in validity scores each year to achieve a >95% validity score by end of 2020.	1, 3, 5	A/C	Dale Adkerson, OSDH

2	Encourage and support development and implementation of an emergency department discharge data system by OSDH IPS and HCL divisions to coordinate efforts to provide ED for injury analysis.	Timelines and specific measures have not yet been established. This will be updated as soon as available.	1, 3, 5	A/C	Sheryll Brown, OSDH
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***Traffic Records Supporting Non-Implemented Recommendations***

Recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

1-C Data Use & Integration

Item	Performance Measure	Reason
1	Establish a statewide intelligent common operating platform that captures traffic records, processes and maximizes automation and efficiencies.	This has been placed on hold temporarily pending development of other interrelated programs. To be reviewed at a later date.

2-A Crash

Item	Performance Measure	Reason
2	Support the continued development of PARIS within the Oklahoma Highway Patrol as well as selected municipal users.	A new electronic crash reporting system is being developed for all agencies use to replace the PARIS system. New system will be fielded in 2022.
3	Improve collection of geospatial data in PARIS by integration of an “incident localizing tool”.	A new electronic crash reporting system is being developed for all agencies use to replace the PARIS system.
5	Evaluate further expansion of the CRS program for non-PARIS Law Enforcement agencies.	A new electronic crash reporting system is being developed for all agencies use to replace the PARIS system.

## ***Traffic Records for Model Performance Measures***

Below goals published in the Oklahoma Traffic Records Council (OTRC) Strategic Plan, July 2020 – June 2025.

**Goal #1:** To adopt and support effective programs and systems; to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state data to identify priorities for national, state, and local highway and traffic safety programs.

**Goal # 2:** To develop effective performance measures for traffic records.

**Goal # 3:** To support linkage of Oklahoma’s traffic records data with other data systems within the State.

**Goal #4:** To improve the compatibility of the State data systems with national and other states’ data systems to enhance the ability to observe and analyze local and national trends in crash occurrences, rates, outcomes and circumstances.

**Goal #5:** To maintain use of nationally identified model elements in data collection, including but not limited to: Fatality Analysis Reporting System (FARS), Model Minimum Uniform Crash Criteria (MMUCC), ANSI (American National Standard) D16, ANSI D20, Commercial Vehicle Analysis Reporting System (CVARS), National Emergency Medical Services Information System (NEMSIS) and others to the extent practicable within State systems.

**Goal #6:** Support the statewide implementation and use of improved spatial data.

### ***State Traffic Records Strategic Plan***

State traffic records strategic plan

Strategic Plan, approved by the TRCC:

- (i) Describes specific, quantifiable, and measurable improvements that are anticipated in the State's core safety databases
- (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment.
- (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and
- (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

#### Planned Activities that Implement Recommendations

Traffic Records Crash Reporting Improvement
Traffic Records Data Analysis Projects
Traffic Records Improvement Highway Safety Program Management

## ***Quantitative and Measurable Improvement***

The Oklahoma Traffic Records Strategic Plan does not include a section(s) that specifically outlines "quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems." The below performance measure(s) is provided to outline the specific quantitative improvement in the data attributes.

### ***Performance Measure 1***

#### **RDS Safety Performance Functions development in the SAFE-T System**

**System to be Impacted:** Roadway

**Performance Area to be Impacted:** Integration

**Description of the Performance Measure used to track Improvement:** Within a Roadway Diagnostic System (RDS), Safety Performance Measures (SPFs) are used to estimate the number of crashes at a given location depending on specific parameters. SPFs are custom made to fit the target collision type on a statewide level. Expected Collision Analysis is useful when trying to identify effective countermeasures and to predict the probability of collisions for specific locations. There are 108 different SPFs modeling equations necessary for a complete RDS system.

Title, number, and strategic Plan page reference for this Traffic Records System improvement project: OTRC Strategic Plan, 2-B Roadway, Page 7, Performance Measure #1

**Improvement anticipated:** Improvement will be measured by the number of SPFs completed and integrated into the SAFE-T system. Upon integration of all SPFs in SAFE-T, Oklahoma will have a complete predictive crash model to thoroughly screen, diagnose, select, appraise, prioritize, and evaluate statewide highway safety projects. Through a comparison of actual crash history to the expected crashes Oklahoma will be able to determine what countermeasures are likely to have success in reducing fatal and serious injury crashes.

**Description of Calculation / Estimation Method:** The Collision Analysis & Safety Traffic Engineering Division at the Oklahoma Department of Transportation will track the number of SPF modeling equations developed on a year to year basis.

**Date and Baseline Value for the Measure:** Between April 1, 2017 and March 31, 2018, there were 14 of 108 (12.9%) different types of SPF modeling equations completed in the SAFE-T system.

**Date and Current Value for the Measure:** Between April 1, 2018 and March 31, 2019 there were 17 of 108 (15.7%) different types of SPF modeling equations completed in the SAFE-T system – an increase of 2.8%

**Date and Current Value for the Measure:** Between April 1, 2019 and March 31, 2020 there were 25 of 108 (23.1%) different types of SPF modeling equations completed in the SAFE-T system – an increase of 7.4%

**Date and Current Value for the Measure:** Between April 1, 2019 and March 31, 2020 there were 36 of 108 (33.3%) different types of SPF modeling equations completed in the SAFE-T system – an increase of 10.2%

**Date and Current Value for the Measure:** Between April 1, 2020 and March 31, 2021 there were 49 of 108 (45.4%) different types of SPF modeling equations completed in the SAFE-T system – an increase of 13.2%

## *Performance Measure 2*

### **Increase Number of Mappable Crashes in the SAFE-T System**

**System to be Impacted:** Crash

**Performance Area to be Impacted:** Accuracy

**Description of the Performance Measure used to track Improvement:** SAFE-T expansion and improvement. The SAFE-T system saw continued improvement in the percentage of mappable crashes, thereby giving the system more accurate data overall. The term "mappable" is defined as collisions for which associated geographic coordinates are available, allowing the collisions to be plotted in mapping applications.

**Title, number, and strategic Plan page reference for this Traffic Records System improvement project:** OTRC Strategic Plan, 2-A Crash, Page 6, Performance Measure #6

**Improvement anticipated:** Ongoing geocoding efforts within SAFE-T should result in a substantial increase in the percentage of mappable serious injury city street collisions made available to law enforcement and governmental planning agencies statewide.

**Description of Calculation / Estimation Method:** The percentage of mappable serious injury crashes is improved by refining a geocoded city street database and integrating it with collision data. Direct database queries and statistical analysis were conducted to compare the number of mappable serious injury city street collisions implemented within SAFE-T.

**Date and Baseline Value for the Measure:** As of April 1, 2018, 88.3% of serious injury (KA) city street collisions statewide had been plotted and made available in the Reporting, Data Export, and Collision Explorer tools.

**Date and Current Value for the Measure:** As of April 1, 2019, 91.0% of serious injury (KA) city street collisions statewide had been plotted and made available in the Reporting, Data Export, and Collision Explorer tools.

**Date and Current Value for the Measure:** As of April 1, 2020, 94.0% of serious injury (KA) city street collisions statewide had been plotted and made available in the Reporting, Data Export, and Collision Explorer tools.

**Date and Current Value for the Measure:** As of February 26, 2021, 82.8% of serious injury (KA) city street collisions statewide had been plotted and made available in the Reporting, Data Export, and Collision Explorer tools.

Note: This performance measure was modified to provide a performance measure based upon serious injury crashes (KA on the KACO scale) which were plotted and made available for query within the SAFE-T database.

### ***State Highway Safety Data and Traffic Records System Assessment Date***

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date.

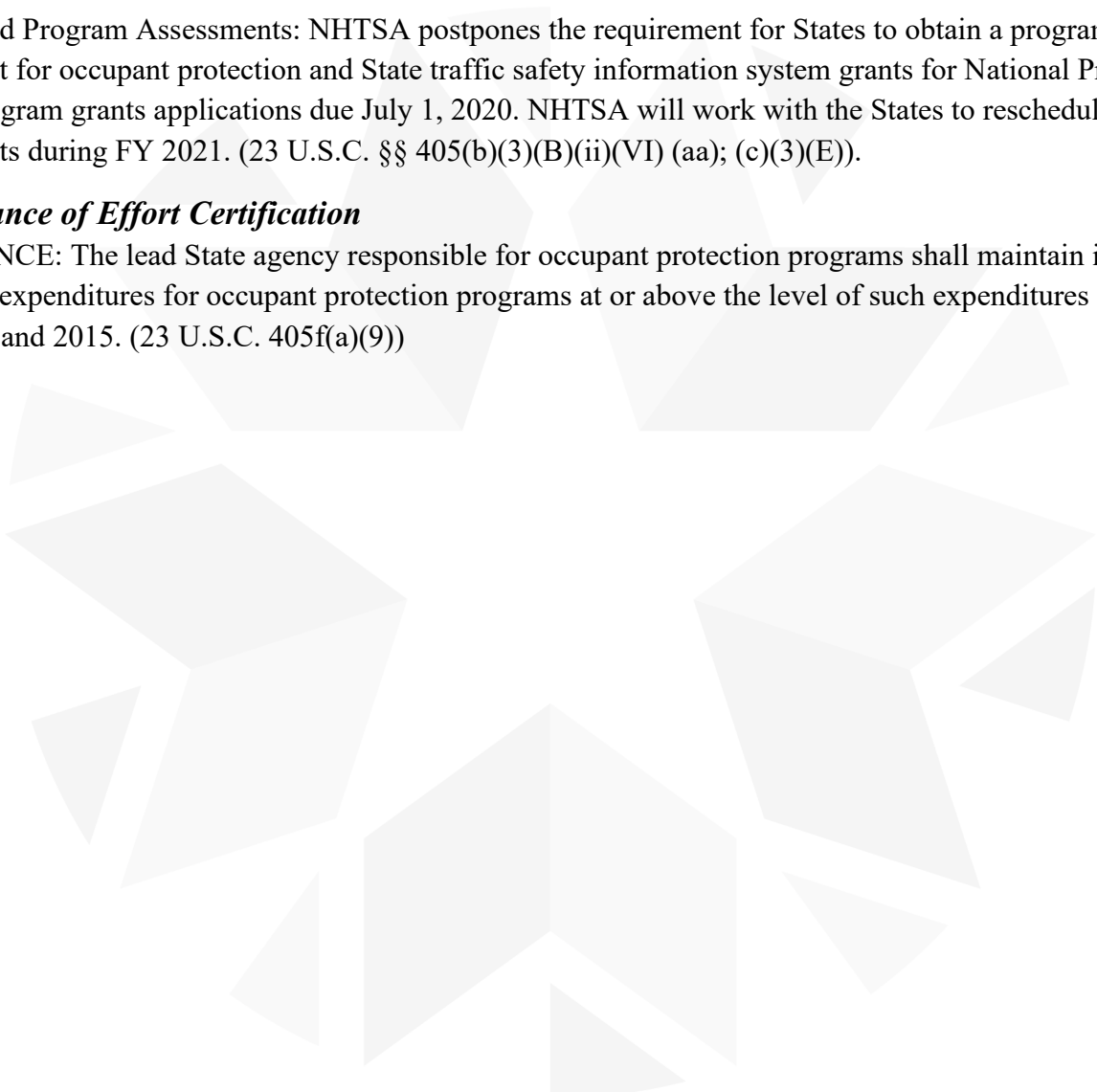
Date of Assessment – Traffic Records Assessment conducted FY2020; however, due to the COVID pandemic the assessment was submitted March 2021. The below outlines the waiver provided by NHTSA.

Oklahoma will implement the NHTSA guidance on Required Program Assessments provided in the NOTICE ANNOUNCING WAIVER AND POSTONEMENT OF CERTAIN REQUIERMENTS FOR STATE HIGHWAY SAFETY GRANT PROGRAMS dated April 9, 2020.

3. Required Program Assessments: NHTSA postpones the requirement for States to obtain a program assessment for occupant protection and State traffic safety information system grants for National Priority Safety Program grants applications due July 1, 2020. NHTSA will work with the States to reschedule these assessments during FY 2021. (23 U.S.C. §§ 405(b)(3)(B)(ii)(VI) (aa); (c)(3)(E)).

### ***Maintenance of Effort Certification***

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015. (23 U.S.C. 405f(a)(9))





## **405(d) Impaired Driving Countermeasures Grant**

### ***Impaired Driving Assurances***

Impaired driving qualification: Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015. (23 U.S.C. 405f(a)(9))

### ***Impaired Driving Assessment***

Date of Last NHTSA Assessment: 2012 Technical Assessment of the Impaired Driving Program

Requesting Technical Assessment of the Impaired Driving Program in FY22.

### ***Authority and Basis of Operation***

ENDUI OKLAHOMA ADVISORY COMMITTEE

Since February 5, 2013, a State impaired driving task force called the Governor's Impaired Driving Prevention Advisory Council (GIDPAC) had been established. This task force was charged with evaluating and making recommendations concerning ways to address impaired driving issues, to share information, explore options, and close potential loopholes in the circle of impaired driving legislation, enforcement, prosecution, adjudication, and treatment. The OHSO collaborated with partner agencies on the creation of the task force, and membership was solicited from several entities. Governor Stitt passed the duties of the State impaired driving task force to the Commissioner of Public Safety. The committee will continue to build upon the important work begun by the GIDPAC as the State impaired driving task force.

### ***Key Stakeholders***

- Kevin Behrens, Department of Public Safety (Chair)
- Dr. Jarrad Wagner, Oklahoma State University School of Forensic Sciences
- Jeff Sifers, District Attorneys Council
- Jessica Hawkins, Oklahoma Department of Mental Health and Substance Abuse Services
- Kevin Kramer, Oklahoma State Bureau of Investigation
- Maj. Ronnie Hampton, Oklahoma Highway Patrol
- Paul Harris, Oklahoma Highway Safety Office
- Liz Gifford, Stop DUI Oklahoma
- Cpt . Robert Heidlage, Tulsa Police Department
- Lt. David Steiner, Oklahoma City Police Department
- Tracy Wendling, Chief of Injury Prevention, Oklahoma State Department of Health
- Josh Smith, Oklahoma Board of Tests for Alcohol and Drug Influence (Testing)

- Vince Barnard, Oklahoma Board of Tests for Alcohol and Drug Influence (Training)
- Agent Erik Smoot, ABLE Commission
- Judge (ret.) Rod Ring, State Judicial Educator

### ***Strategic Plan Details***

Outlined in this section are the core strategies which the OHSO will implement and/or support to aid in combating the impaired driving problem in Oklahoma. These strategies in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving and the Countermeasures That Work, Ninth Edition, 2017. Additionally, the OHSO will engage traditional and non-traditional partners through the ENDUI Oklahoma Advisory Committee in a systematic approach to closing identified gaps in Oklahoma’s impaired driving program to ENDUI. The ENDUI Oklahoma Advisory Committee’s strategic guidance:

- Collect, analyze, and interpret national, state, and local data on impaired driving and associated crashes.
- Review, evaluate, and monitor the impaired driving system of the State.
- Identify best practices from international, national, tribal, state, or local sources in combatting impaired driving.
- Identify opportunities for cooperation among stakeholders and provide a network of communication and cooperation among various stakeholders in the prevention of impaired driving.
- Coordinate and integrate state and local efforts and resources to reduce the incidence of impaired driving and associated traffic crashes.
- Make recommendations in the form of a statewide plan to reduce the incidence of impaired driving and impaired driving traffic crashes.

### ***Maintenance of Effort Certification***

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015. (23 U.S.C. 405f(a)(9))

## 405(f) Motorcyclist Safety Grant

### *Motorcycle Safety Information*

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

- Motorcycle rider training course: Yes
- Motorcyclist awareness program: No
- Reduction of fatalities and crashes: No
- Impaired driving program: No
- Reduction of impaired fatalities and accidents: No
- Use of fees collected from motorcyclists: Yes

### *Motorcycle Rider Training Course*

State authority agency: Department of Public Safety

State authority name/title: Lt. Colonel James D. Wilson

Introductory rider curricula approved by the designated State authority and adopted by the State:

Approved curricula: Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records. The State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for much of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Beckham County	980
Carter County	2153
Cleveland County	9341
Comanche County	4005
Creek County	3334
Garfield County	2916
Jackson County	1077
Kingfisher County	671
Muskogee County	1973
Oklahoma County	24069
Payne County	2474
Tulsa County	17374

Total # of registered motorcycles in State: 133,895

## *Use of Fees Collected from Motorcyclists for Motorcycle Programs*

### Use of Fees Mandated by State Law

Requirement Description	State citation(s) captured
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for purpose of funding motorcycle training and safety programs spent on motorcycle training and safety programs.	Yes
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes

### *Legal Citations*

#### Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: 47 O.S. 40-123

Amended Date: 11/1/2012

#### Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: 47 O.S. 40-123

Amended Date: 11/1/2012

## Certifications, Assurances, and HSP Appendices Attached

