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## OKLAHOMA

# 2018 HIGHWAY SAFETY PLAN



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## Executive Summary

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According to the Center for Disease Control in Atlanta, unintentional motor vehicle traffic-related injuries was the leading cause of unintentional death in 2014 in the 5-24<sup>1</sup> year old age group and the second leading cause of death in the 25 and older age group. In addition to the emotional and physical scars, the economic and societal harm from motor vehicle crashes amounted to \$871 billion in a single year and nearly \$900 for each person living in the U.S.<sup>2</sup>

The state of Oklahoma has experienced significant reductions in the overall number of traffic related fatalities over the last ten years, from 765 in 2006 to 643 in 2015. The 5-year rolling average analysis reflects improvement in most areas, with some of the most significant improvement occurring in alcohol-impaired fatalities. We will continue to involve our traffic safety partners in the strategic planning of traffic safety initiatives and in the development of effective data-driven countermeasures.

Over the last three years in particular, Oklahoma has greatly increased its efforts in the area of impaired driving prevention and enforcement. The most recent FARS data indicate 170 alcohol-impaired (BAC=.08+) driving fatalities in 2015, representing 26% of all fatalities in the state. This reflects a significant decrease in the number of alcohol-related fatalities, from 218 in 2010 to 170 in 2015, which we feel is directly related to our increased efforts in this area. However, alcohol-impaired fatalities continue to represent a significant portion of the total traffic fatalities in Oklahoma. On a positive note, Oklahoma was the only state in NHTSA Region 6 in 2014 to perform better than the national average in the number of alcohol-impaired driving fatalities per 100 Million Vehicle Miles Traveled (VMT). We are extremely cognizant of the need to continue our efforts in this area; therefore, impaired driving prevention and enforcement will continue to constitute substantial portions of the State's plan to reduce highway fatalities and injuries. Additionally, OHSO seeks to identify or develop innovative programs to address unrestrained occupant, speed-related, and motorcycle fatalities in the FY2018 Highway Safety Plan.

There were 69 pedestrian fatalities in Oklahoma in 2015, an increase from 50 pedestrian fatalities in Oklahoma in 2014. Most of these continue to occur in the greater metropolitan areas of Tulsa and Oklahoma City. Oklahoma will continue to seek out new and innovative strategies to enhance efforts in this area through education and awareness efforts.

Effective programs begin with a clear picture of the problem and a very specific plan for applying countermeasures. That is why we intend to address shortfalls in the current traffic records system in Oklahoma. Members of the Oklahoma Traffic Records Council are eager to address identified gaps in our system and to build a dependable core system which will improve access to crash and driver records.

The following represent some program highlights of our traffic safety plan for FY2018:

- DDACTS (Data-Driven Approaches to Crime and Traffic Safety) – The number of agencies actively utilizing this system has expanded to include Norman Police Department, Midwest City Police Department, Oklahoma City Police Department and Tulsa Police Department.

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<sup>1</sup> CDC Data and Statistics (WISQARS) Ten Leading Causes of Death and Injury 2014

<sup>2</sup> NHTSA-The Economic and Societal Impact of Motor Vehicle Crashes, 2010

- Traffic Safety Resource Prosecutor (TSRP) program – The hiring of a former DUI defense attorney in 2012 as TSRP has provided prosecutors and law enforcement officers a unique perspective on the enforcement and adjudication of impaired driving cases. In FY2018 OHSO will continue to promote the TSRP program and increase opportunities for the TSRP to interact with law enforcement and prosecutors in various forums.
- OHSO is supporting the increased, and more effective, use of ignition interlock devices in Oklahoma.
- The Governor’s Impaired Driving Prevention Advisory Council (GIDPAC), created in the spring of 2013, will continue its work to more clearly identify, address and coordinate the State’s impaired driving prevention efforts. This council is comprised of members representing various disciplines, including law enforcement, highway safety, treatment and adjudication, and is charged with making recommendations to further combat the impaired driving problem in Oklahoma.
- As a part of the State’s ENDUI campaign, the OHSO will continue to expand and improve the ENDUI website launched in 2014 to consolidate online availability of information related to drug and alcohol-impaired driving awareness, prevention, and enforcement efforts in Oklahoma (enduio.com).
- The State Judicial Educator program enters its seventh year of implementation by East Central University. East Central began work on the SJE project in late FY2012. OHSO will continue to explore ways to improve the effectiveness of this program.
- In FY 2013, the OHSO purchased the Simulated Impaired Driving Experience (SIDNE) vehicle for use throughout the state to raise awareness about the dangers of impaired driving and in 2016 the OHSO expanded this effort by purchasing a distracted and impaired driving simulator. The OHSO, through a grant with the Oklahoma County Sheriff’s Office, will continue to market and utilize these education and training tools in FY2018.
- OHSO will continue to support and assist efforts to effect behavior change with regard to distracted driving. OHSO currently participates in “Drive Aware Oklahoma” (driveawareok.org), the only known statewide effort to combat distracted driving, particularly distraction by electronic device. With the passage of a new distracted driving law effective November 1, 2015, the OHSO will work to further promote education and enforcement efforts to curb distracted driving practices.
- The OHSO will continue to provide assistance to local agencies with our audio recording system allowing our office to produce audio PSAs for distribution throughout the State.
- Oklahoma will continue to expand efforts in training and education for motorcycle riders, including support of the Advisory Committee for Motorcycle Safety and Education and the OkieMoto website (okiemoto.ok.gov), as well as Facebook, Twitter and other electronic social media outlets.
- Oklahoma is dedicated to improving the traffic records system of our state and to provide users with improved information for more timely and accurate decision making. A new statewide impaired driver database was initiated in FY2017 and is expected to be a valuable tool in the recognition and adjudication of impaired driving offenders.

In addition to the highlights above, OHSO has crafted a sound, comprehensive plan to reduce traffic fatalities and serious injuries as outlined in the pages that follow. OHSO is confident the projects contained in Oklahoma's Highway Safety Plan will make a positive contribution to reducing injuries and deaths on Oklahoma's roadways.

## Legislative Issues

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The 2017 legislative session saw the passage of one law which should have a possible effect on traffic safety.

- SB643 – Creates the Impaired Driving Elimination Act 2 with the purpose of offering an accelerated process to hold impaired drivers immediately accountable through the restriction of driving privileges. It requires 100% Interlock device for all offender for a minimum of 180 days and requires a monitored period prior to removal. It requires the Department of Public Safety to establish the Impaired Driver Accountability Program, set eligibility requirements and consequences for violation.

Despite the positive step forward for traffic safety, several legislative proposals failed to gain the support needed to become law:

- HB1605 - Would have required those convicted of consuming alcohol while driving to abstain from such by court order for a period determined by the court.
- HB1637 – Would have corrected an oversight in the CPS law from 2017 whereby children ages 8-13 were inadvertently removed from the CPS law.
- SB73 – Would have added operating or being in actual physical control of a vessel while under the influence of alcohol or other intoxicating substance as a mandatory driver license revocation.
- SB119 – Would have increased the fine for not wearing a seat belt from \$20 to \$100.
- HB132 – Would have expanded the definitions in the Distracted Driving law to include cell phones or other handheld wireless communication devices.
- SB376 – Would have increased the fine for leaving a child or vulnerable adult unattended in a motor vehicle.

## Oklahoma Demographics

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Oklahoma ranks 28<sup>th</sup> in total population with 3,923,561 persons residing in 77 counties<sup>2</sup>. Some 65% of the State's population is urban and 35% is rural. From 2010 to 2015, Oklahoma's growth rate was 4.3%. Thirty-five of the Indian tribes currently living in Oklahoma are headquartered in the state. Racial categories estimates from 2014 show the following counts for Oklahoma: White alone-75.1%, American Indian/Alaska native alone-8.6%, Black/African American alone-7.7%, Asian alone-2.1%, Native Hawaiian/Pacific Islander only-0.2%. The Hispanic or Latino Origin population increased by 85.2% from 1990 to 2010. The median age is 37.7 years.

Oklahoma ranks 20<sup>th</sup> in size with a land area of 68,898 square miles. Oklahoma's roadway system of 112,821 total public miles includes: 673 miles of Interstate (non-toll road); 601 miles of toll roads (including Interstate); 19,410 miles of Federally maintained highways; 12,262 miles of State maintained roadways; 61,771 miles of rural local roads; 262 miles of State Park roads; and 16,375 miles of municipal local roads.<sup>3</sup>

There were 4,053,770 registered vehicles (including motorcycles) in Oklahoma in 2015<sup>4</sup>. Motorcycle registrations have increased dramatically, from 81,693 in 2005 to 129,404 in 2014. There were 2,622,661 licensed drivers in Oklahoma in 2014.<sup>5</sup> There are 152 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.<sup>6</sup> As of June 1, 2013, in addition to the Oklahoma Highway Patrol, there are 347 police departments, 77 sheriff's offices, 22 tribal police agencies and 40 campus police agencies.<sup>7</sup> The state of Oklahoma ranks as the largest employer in Oklahoma, followed by Walmart/Sam's Club and Tinker Air Force Base. Walmart/Sam's Club ranks as a Fortune 500 player with a large Oklahoma presence.<sup>8</sup>

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<sup>3</sup> Oklahoma Total Road Mileage: Mileage as of December 31, 2012. Oklahoma Department of Transportation, Planning Division, GIS management Branch, Road Inventory Section. 2012.

<sup>4</sup> Annual Vehicle Registration Report. July 1, 2014 - June 30, 2015. Oklahoma Tax Commission, Motor Vehicle Division, Oklahoma City, Oklahoma.

<sup>5</sup> Oklahoma Crash Facts. 2014. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

<sup>6</sup> Oklahoma State Department of Health.

<sup>7</sup> Oklahoma Association of Chiefs of Police.

<sup>8</sup> Oklahoma Department of Commerce. Major Oklahoma Employers. September 8, 2010

## **OHSO Vision & Mission Statement**

### **VISION**

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

### **VALUES**

*Integrity*

*Service*

*Excellence*

### **PRINCIPLES**

*Credibility*

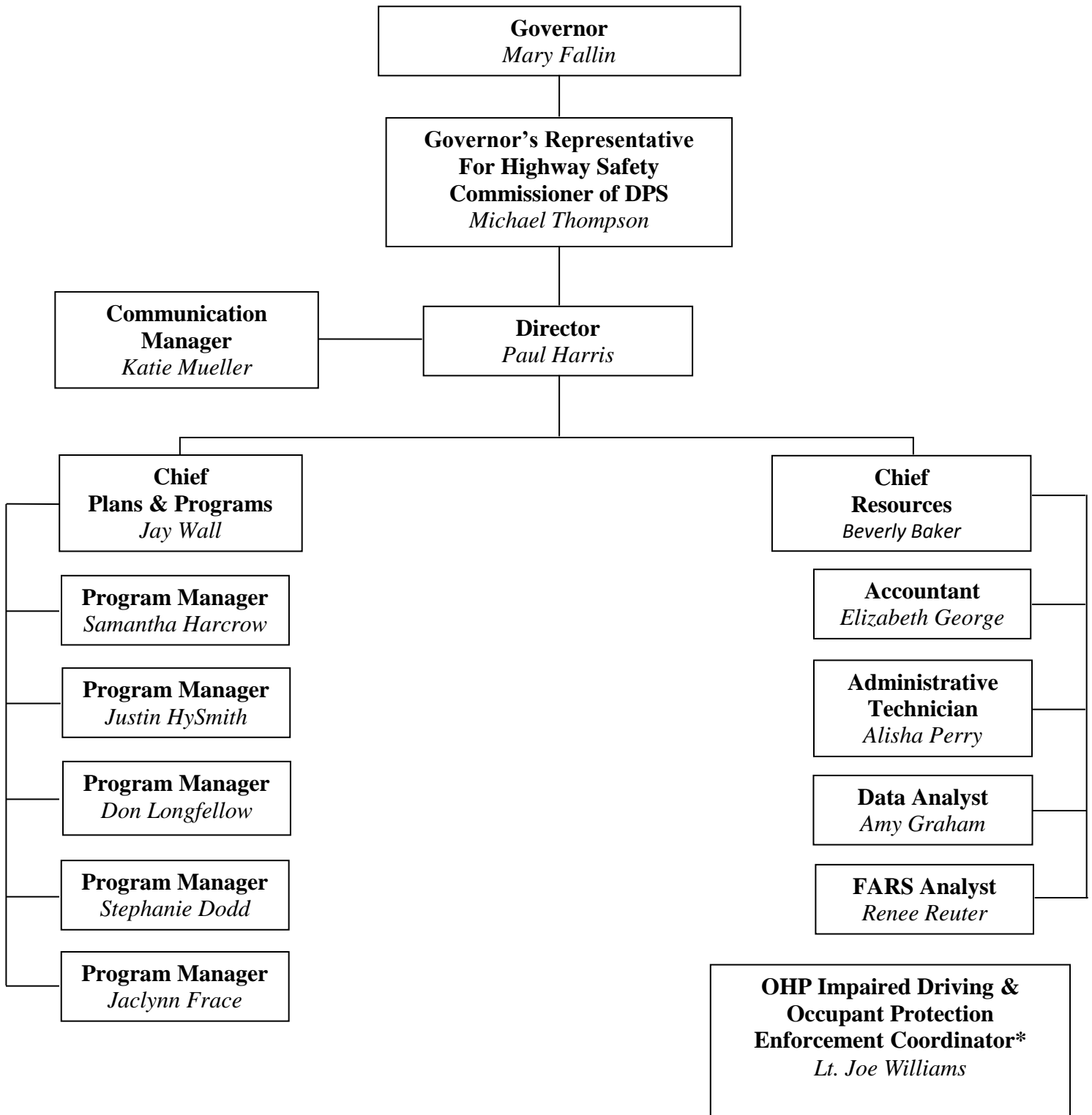
*Teamwork*

*People*

### **MISSION**

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

**Organizational Chart**  
**OKLAHOMA HIGHWAY SAFETY OFFICE**



Revised June 26, 2017

\*OHP reports to OHSO for program issues only.

# **PLANNING PROCESS**

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# Highway Safety Planning Process

## Participants and Data Sources

Collaborations are at the heart of OHSO's mission. The leadership in Oklahoma's highway safety community recognizes that, standing alone, OHSO's significant efforts will have little impact on improving the safety of Oklahoma's roadways. The concerns of OHSO's highway safety partners are heard and 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.

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.

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 particular 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 comprehensive understanding of past and current performance and enhances the ability to establish effective and productive targets for future years.

### 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 (ABLE)
- Association of Central Oklahoma Governments (ACOG)
- Association of Ignition Interlock Program Administrators
- Bureau of Indian Affairs (BIA)
- Board of Tests for Alcohol and Drug Influence
- Department of Corrections
- Drive Aware Oklahoma
- East Central University
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Governor's Impaired Driving Prevention Advisory Council (GIDPAC)
- Green Country Safe Communities
- Indian Nations Council of Governments (INCOG)

- Metro Area Traffic Safety Coalition (Oklahoma City area)
- NHTSA Region 6
- North Central Oklahoma Traffic Safety Coalition
- Oklahoma Advisory Committee for Motorcycle Safety and Education
- 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 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. In order 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. In addition, we actively encourage our law enforcement partners to regulate police pursuits by adopting policies similar to that developed by the International Association of Chiefs of Police.

OHSO also collaborates on a regular basis 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 the area of traffic safety.

## 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 in order to determine the nature of our traffic safety challenges. The Crash Facts Book provides an in-depth analysis of crash numbers, rates and locations, broken down by a variety of specific causal factors for each county in Oklahoma, in order 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 is 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 compilation of crash data statistics.

**Attitude and Awareness Survey:** OHSO has conducted an Attitude and Awareness Survey in accordance with NHTSA regulation since 2010 (see Attachment). The results of the survey are considered in establishing the priorities based on the problem identification process. A distracted driving question was added to the survey in 2016 after passage of a new texting law on November 1, 2015.

**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. Due to the lack of enough data to make the helmet use survey statistically significant it was discontinued in 2017 as was a separate pickup truck survey. Historical data have been used to establish future benchmarks. Results from the 2017 survey will be discussed in the FY2017 Annual Report.

**Fatality Analysis Reporting System (FARS):** For consistency, the most recently available FARS data (currently CY2015) are used to establish OHSO's performance measures. That information, supplemented by DPS data for serious injury and Oklahoma Department of Transportation 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 entire state and each county within Oklahoma. Population data are obtained from the Oklahoma Department of Commerce. Crash, fatality, and injury rates for counties and for the state are computed using vehicle miles traveled 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 utilizes 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:** The UCO Mathematics and Statistics Department evaluates the 5 year rolling average and actual statistics provided and performs an evaluation based on several scenarios and analyses methods to provide a theoretical basis to consider for any adjustments outside the linear trend line for the rolling average.

## **Planning Calendar**

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.

- |            |  |
|------------|--|
| September: | Host annual Stakeholder's Meeting to discuss status of the upcoming year plan and obtain input for future years plans. This time frame is subject to adjustment.                                   |
| October:   | Host Project Directors Training Workshop to implement current year grant agreements and contracts and solicit input on future performance measures.  |
| November:  | Draft prior year Annual Report.  |
| December:  | Submit prior year Annual Report. Establish preliminary state goals and post for next year's proposal reference. Post current state goals for traffic safety on website for proposal consideration. |

December-January:	Open solicitation period for OHSO highway safety proposals. Data analyst prepares Problem Identification for next Fiscal Year planning process.
February:	Solicitation period closes and preliminary review of proposals submitted for consideration begins.
March-April:	Host annual statewide workshop to discuss issues and future priorities with partners. Set initial performance goals, objectives, and benchmarks. Complete Problem Identification.
April:	Host statewide traffic safety forum and elicit comments for consideration in planning of upcoming fiscal year
April:	Proposal selection process for the next fiscal year continues.
May-June:	Notify applicants of proposal selection or non-selection and conduct direct negotiation with selected projects.
May-June:	Finalize State goals, develop grant agreements, and draft the Highway Safety Plan for the next fiscal year.
June:	Submit HSP for next fiscal year.

## **Collaborations**

### **Impaired Driving Collaborations**

#### GOVERNOR'S IMPAIRED DRIVING PREVENTION ADVISORY COUNCIL (GIDPAC)

In November of 2012, the OHSO requested and received a technical assessment of Oklahoma's impaired driving program from the National Highway Traffic Safety Administration (NHTSA). Among the 66 recommendations were two priority recommendations that encouraged the State to pass and implement the proposed legislation establishing a State impaired driving task force and one priority recommendation to engage the Governor in high-profile activities and leadership events in support of the impaired driving program. The task force was designated as the Governor's Impaired Driving Prevention Advisory Council (GIDPAC). On February 5, 2013, Executive Order 2013-03 was signed by Gov. Fallin, thus officially creating the GIDPAC. This Executive Order was reissued on March 13, 2015. 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 solicited membership recommendations from the following entities:

- Alcoholic Beverage Laws Enforcement Commission
- Oklahoma Department of Corrections
- Oklahoma Bureau of Narcotics and Dangerous Drugs
- Oklahoma Department of Public Safety
- Oklahoma Department of Mental Health and Substance Abuse Services

- Oklahoma District Attorney’s Council
- Oklahoma State Legislature
- Supreme Court of the state of Oklahoma
- Stop D.U.I. Oklahoma, a citizen activist organization

### **Occupant Protection Collaborations**

Unrestrained passenger vehicle occupant fatalities have decreased in Oklahoma significantly over the past few years, from 287 in 2011 to 218 in 2015, representing a 24% reduction over that period<sup>9</sup>. The observed statewide seat belt use rate reported in the 2016 survey was 86.6%, which is an all-time high since passage of the primary law in 1997.

In addition to our regular law enforcement partners, partnerships created or expanded on 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
- SafeKids Oklahoma, Inc.
- SafeKids Oklahoma City Metro
- SafeKids Tulsa Area (St. Francis Hospital)
- State Farm Insurance
- Sarkey’s Foundation
- United Way of Oklahoma

The Oklahoma Child Restraint Law was amended effective November 1, 2015, to require 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. Oklahoma’s recertification rate for CPS technicians was 57.7% in calendar year 2016, compared to the national average of 56.2%. The 2016 Oklahoma Statewide Child Restraint Survey reported the state child seat use rate was 92%, compared to 90.7% in the 2015 survey. However, according to Safe Kids Worldwide studies, a vast majority of parents or caregivers still continue to struggle with proper installation and use of car seats.

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 laws, media, education, training, and outreach to target groups including unrestrained nighttime drivers and Native Americans.

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<sup>9</sup> Based on NHTSA Fatality Analysis Reporting System (FARS)

The OHSO hosted a NHTSA Occupant Protection Assessment in April of 2017. While the recommendations from this assessment are still under review, it is likely that OHSO will strive to implement as many of the several 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 on a monthly basis 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
- High Plains Technology Center
- Oklahoma Highway Patrol
- OSU-OKC
- Southern Oklahoma Technology Center
- Southwest Technology Center
- Tulsa PD
- Western Technology Center

### **Strategic Highway Safety Plan (SHSP) Coordination**

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) number of fatalities, 2) number of fatalities per vehicle mile traveled (VMT), and 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 2<sup>nd</sup> Edition January 22, 2015. Participants in the planning process include the Oklahoma Department of Transportation (as the lead agency), Oklahoma Highway Safety Office, Federal Highway Administration, motor carrier safety agencies, 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, number of fatalities per VMT (statewide) and 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 page number.

On February 28, 2017, the Oklahoma City FHWA office hosted an all day Target Setting Workshop and invited participants from all agencies concerned. This workshop provided valuable training on revisions to the FHWA rules concerning performance measures and targets. This workshop led to a number of additional meetings to further discuss and refine the three core performance measures common to the SHSP, HSP and HSIP.

The OHSO also communicates on a regular basis 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/or participates in meetings through Safe Communities coalitions, highway safety advocacy groups and others. The OHSO's Law Enforcement and/or Impaired Driving Liaisons also meet with statewide local law enforcement personnel on a regular basis. These cooperative efforts allow for effective information sharing, target planning and performance evaluation.

### **Statistical Analysis in setting program priorities**

A comprehensive and detailed review of all available traffic safety related data is an integral part of the planning process to identify and prioritize those program areas and locales where the need is greatest, whether it be on a state, county or local basis. The OHSO Data Analyst prepares comprehensive Problem Identification analyses from the various data sources as listed on page 11. 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 those locales which have experienced a significant number or increase in crash rates. This allows OHSO to better plan 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 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 collisions for the most recent and past several years of state data. This publication is made available to the public on the OHSO website Data section at [www.ohso.ok.gov](http://www.ohso.ok.gov) (and incorporated by reference in several sections within the Highway Safety Plan). Within the various Crash Facts documents, traffic collision data are organized into a variety of classifications, i.e. KABs (Fatalities, Incapacitating Injuries, Non-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 week, age, gender, etc. This information is applied to each Oklahoma county, as well as each Oklahoma city 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 collisions is analyzed in order to establish priorities for program implementation and include:

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

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

During the application review process, each project application is reviewed by the OHSO Program Managers, both individually and as a group (review Round 1). During this process, a variety of factors are considered, including 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. Based upon this review, the proposals are scored separately by the Program Managers and ranked according to established criteria for review by Administrative level personnel consisting of the Director, Chief of Resources and Chief of Plans and Programs. After the initial review by the Program Managers and scoring of the proposals, the Administrative level personnel meet as a group (review Round 2) and review each proposal based on the score and recommendations from Round 1. During this round, final proposal selection is determined based on scores and recommendations from Round 1, confirmation of problem identification, and available funding and resources.

### **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 a number of additional resources with an immediate evaluation of the results to follow.

## **Problem Identification Process**

### **Annual OHSO Stakeholders Meeting**

The OHSO hosts an annual planning meeting of various partner organizations, including senior representatives of OHSO, FHWA, FMCSA, Safe Kids Oklahoma, AAA Oklahoma, ODOT, Oklahoma Association of Chiefs of Police, 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 & Programs, Program Managers, Data Analyst, and resource and administrative staff personnel) to identify goals and performance measures for the upcoming Highway Safety Plan. While regular staff meetings are held monthly and often times involve discussion on past, current and future safety initiatives, the OHSO also conducts specific planning sessions which build on: (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 determination next years’ performance measure targets, which are based on a 5 year moving average. The OHSO staff also considers potential funding sources which can be utilized in meeting these targets.

## **Solicitation and Review of Grant Proposals**

The Oklahoma Highway Safety Office staff members meet several times during the selection process, normally occurring from February 1 through March 31, to discuss and score applications. Evaluation criteria include such elements as: state and local problem identification, project goals and objectives, project description, evaluation, performance measures, proposed evidence-based strategies, cost assumption, and budget details. Past performance and achievement of project targets and milestones are strongly considered in the selection process. Additionally, the application is reviewed to determine if the project is innovative, if there is a local match, if there is 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-use crash involvement or higher-than-average collision rates, and areas which could benefit from additional enforcement, education or awareness programs. Potential partner organizations in these areas are solicited to partner with OHSO to design programs to address specific causal factors contributing to the identified problem.

## **Annual Traffic Safety Forum**

The OHSO annually hosts the OHSO Traffic Safety Forum to provide updated and pertinent information to, as well as solicit 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 a number of breakout sessions on specific traffic safety topics. In some years, a main topical emphasis may be identified. The primary focus for the April 2016 forum was more general in nature, addressing not only impaired driving prevention, traffic records improvements and pedestrian safety programs, but also a number of other “hot” topics, such as nighttime seat belt enforcement and distracted driving initiatives. After the conclusion of the 2-day event, each participant is asked to submit an evaluation, including recommendations for consideration in 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 which is vital to coordinated traffic safety-related discussions and improvement efforts. Participants include 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:

- Drive Aware Oklahoma
- Governor’s Impaired Driving Prevention Advisory Council (GIDPAC)
- 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
- Oklahoma Long Range Transportation Plan Committee
- Oklahoma Prevention Leadership Collaborative
- Oklahoma Statewide Collision Reduction Goals Planning Committee
- Oklahoma Traffic Records Council
- Oklahoma Underage Drinking Prevention Committee
- Safe Kids Oklahoma City Metro
- Statewide Bicycle and Pedestrian Advisory Committee

### **Selection of priority program areas**

After review of all the recommendations and analyses listed above, the OHSO administrative staff consolidate the recommendations, identify all available funding resources, and select those program areas and projects for inclusion in the HSP, based on identification of those areas of greatest need and available funding resources. This process and results are listed in the Project Selection and Development Section on page 22.

### **Problem Identification Analysis — Summary**

(See the PROGRAM AREA STRATEGIES AND PROJECTS section for details)

- In 2015, 52% of the fatalities were unrestrained and 39% of unrestrained fatalities were totally ejected from the vehicle.
- In 2015, the 16-24 age group accounted for 40% of the total crashes in which Driver Distraction by Electronic Device was indicated.
- While statewide fatalities have decreased overall from 2010-2015, the rate of decline for rural counties has exceeded the rate of decline for urban fatalities.
- Alcohol-related crashes still represent a significant percentage of all fatal crashes in Oklahoma. In 2015, 23% of the fatalities were alcohol-related, with 18% of those occurring in Oklahoma and Tulsa counties.
- The seat belt use rate continues to remain relatively level at 86.6% in 2015 with little improvement over the last 6 year period 2010-2015.
- The top three listed contributing factors in KAB crashes remain the same as last year: Fail to Yield, Unsafe Speed, and Inattention.

- Speed-related crashes represented 21% of the KAB crashes on the interstate highways and US69 corridor from years 2013-2015.
- In 2015, 70% of motorcycle fatalities were unhelmeted.
- Pedestrian fatalities continue to trend upwards with 71% of those occurring in urban areas.

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

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 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 traffic safety funding is used for traffic safety directed grants to local, county and state law enforcement agencies. This 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 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 are utilized in an efficient and effective manner in support of state goals and objectives.

### **Participants and Data Sources**

*As described in the Overview on page 9*, 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 and rank our problems and prioritize strategies.

Beginning with the FY2016 project year, a five year rolling average was implemented as the basis of evaluation for trend analysis and setting targets goals. Using standard analytical tools, 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 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, OSDH and various others as necessary (see complete list of possible participants in the Overview on page 9). OHSO considers numerous sources of guidance during this process, including but not limited to:

- 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 (2015 Traffic Records Assessment, 2010 OP Special Management Review, 2014 Management Review, 2012 Technical Assessment of the Impaired Driving Program, 2016 Occupant Protection Assessment)

The statewide problem identification process and data used in the development of the state Highway Safety Plan (HSP) has been described earlier in the Problem Identification section on page 13. The data sources used were previously described on page 11, and 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, Oklahoma GIDPAC Reducing Impaired Driving Traffic Crashes in Oklahoma State Plan, or other such credible research based reviews and reports.

## **Project Selection and Development**

After the Problem Identification process as described on page 18 has been completed, the OHSO staff reviews and selects projects for inclusion in the HSP for the upcoming year. Numerous applicants for traffic safety grants do, and must, use statistical problem identification to support their applications. The concerns of highway safety partners are heard and discussed at conferences, workshops and meetings. During special emphasis periods, surveys may be sent to appropriate agencies to ascertain priorities for the coming year.

The OHSO may approach potential applicants about partnering in a project, or may receive unsolicited project proposals. Applications undergo a thorough evaluation process. The process is defined in the OHSO Policy and Procedure, and includes both subjective and objective criteria. After multiple rounds of evaluation, applications are scored, and then ranked. Projects addressing areas of the state previously identified as high-risk areas through the problem identification process are given preferential consideration in the scoring of the project applications submitted. Applications are then selected for funding according to their ranking. Special consideration is given to those projects that qualify under local benefit as well as projects specifically identified as meeting special funding considerations (i.e., Section 405 funds). Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evaluation budget and past

performance. Additionally, the application is reviewed to determine if the project is innovative, if there is “local match”, if there is community involvement, etc.

Sustained enforcement of statutes addressing impaired driving, occupant protection, and speed and aggressive driving is a critical component of the OHSO Highway Safety Plan. Participating law enforcement agencies will not only take part in high-visibility enforcement programs throughout the year, but will incorporate activities designed to create an environment of sustained enforcement. These efforts will be supported by a public information campaign which includes both paid and earned media components.

Projects are continuously monitored throughout the year as specified in the OHSO Policy & Procedures Manual. Progress reports are submitted monthly by subrecipients, and quarterly monitoring visits are conducted by Program Managers to review and evaluate project performance and compliance with State and Federal regulation. In addition to interaction with our partners (as identified in various other sections within the plan), monthly staff meetings are held to review and discuss current status and performance of projects as well as recommended updates or revisions to the HSP.

### **Solicitation, Review and Selection of Grant Proposals**

The statewide problem identification process used in the development of the Highway Safety Plan has been described earlier (see page 13). Once that process is completed, various strategies are identified and reviewed by the OHSO staff for applicability and potential impact in each designated program area. Continuing data analyses are also conducted to further identify high-risk populations that may require additional or alternative responses to address traffic safety concerns. Key results summarizing the problems identified and recommended countermeasures are presented in the individual program area sections of the HSP.

Organizations which have registered with the OHSO to receive solicitations for projects are notified of the application availability dates for the upcoming project year. Agencies recognized in the Problem Identification process as potential partners are contacted and encouraged to consider submission of a grant proposal.

The solicitation period for submission of highway safety grant applications normally runs from December 15 to January 31 of the year preceding the year of the award. Applications deemed eligible for consideration and requiring macro-level analysis of the program area will be directed to the OHSO Data Analyst. After individual analysis is complete, the Data Analyst forwards the applications, via E-grants, to all Program Managers for their analysis and scoring. After review by the Program Managers, the Chief of Plans & Programs (CPP) will schedule a meeting with the Director and Chief of Resources for final review and funding consideration of all applications received in order to establish a final ranking list for the upcoming fiscal year’s Highway Safety Plan. Consideration is given to the application rankings, Program Manager recommendations, program priorities and funding options. Once an application has been approved for potential inclusion in the upcoming HSP, a Program Manager is assigned to meet with the potential subrecipient to discuss the project in detail prior to a formal agreement being initiated.

To ensure enforcement resources are deployed effectively, subrecipients 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* as well as a number of other

reference publications, such as the *AASHTO Strategic Planning Guide* among others, 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 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 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.

### **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 employs Program Managers who oversee and manage law enforcement grants. In addition, the OHSO provides funding for Impaired Driving Liaisons (IDL's) who provide field coordination within their assigned regions. Contact with 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.

### **Evidence-based Strategies**

Evidence-based enforcement is the use of research to create, sustain, or change enforcement strategies to increase their effectiveness; using what is proven to work rather than relying on anecdotal information, preconceptions or local customs. A strong evidence based enforcement program is a key to reducing fatalities, injuries and crashes in the state of Oklahoma. To support this enforcement program, the OHSO has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the State's highway safety program. Oklahoma incorporates an evidence-based data driven approach in its statewide enforcement program. The following have been identified by the OHSO as recognized evidence-based strategies which are currently or will be utilized by various state or local agencies, many of which will be selectively utilized in FY2018



projects, meaning that projects selected for inclusion in the HSP will use one or more of these strategies in the execution of the project, as described in the Project Descriptions.

#### Alcohol/Drug Impaired Driving:

- Administrative License Revocation or Suspension (CTW<sup>10</sup> 1.1.1., page 1-12)
- Open Containers (CTW 1.1.2, page 1-14)
- High-BAC Sanctions (CTW 1.1.3, page 1-15)
- BAC Test Refusal Penalties (CTW 1.1.4, page 1-17)
- Alcohol-Impaired Driving Law Review (CTW 1.1.5, page 1-19)
- Publicized Sobriety Checkpoints (CTW 1.2.1, page 1-21; *Publicized Sobriety Checkpoint Programs-A Community Guide*-from the Community Guide Branch, Epidemiology and Analysis Program Office, Office of Surveillance, Epidemiology, and Laboratory Services (Pitan, Qu, Chattopadhyay, Elder), 2010; Challenging College Alcohol Abuse (SAMHSA National Registry of Evidence-based Programs and Practices, 2007)
- High Visibility Saturation Patrols (CTW 1.2.2, page 1-24)
- Preliminary Breath Test Devices (CTW 1.2.3, page 1-25)
- Passive Alcohol Sensors (CTW 1.2.4, page 1-26)
- Integrated Enforcement (CTW 1.2.5, page 1-27)
- DWI Courts – use of TSRP and JOL (CTW 1.3.1, page 1-29)
- Sanctions (CTW 1.3.4, page 1-34)
- Alcohol Problem Assessment and Treatment (CTW 1.4.1, page 1-36)
- Alcohol Ignition Interlocks (CTW 1.4.2, page 1-38)
- DUI Offender Monitoring (CTW 1.4.4, page 1-43)
- Alcohol Screening and Brief Interventions (CTW 1.5.1, page 1-47)
- Mass Media Campaigns (CTW 1.5.2, page 1-49; CDC<sup>11</sup> Guide to Community Preventive Services, 2010)
- Responsible Beverage Service (CTW 1.5.3, page 1-51)
- Designated Drivers (CTW 1.5.5, page 1-54)
- Minimum Legal Drinking Age 21 Laws (CTW 1.6.1, page 1-57)
- Zero-Tolerance Law Enforcement (CTW 1.6.2, page 1-59)
- Alcohol Vendor Compliance Checks (CTW 1.6.3, page 1-61)
- Other Minimum Legal Drinking Age Law Enforcement (CTW 1.6.4, page 1-62)
- Enforcement of Drug-Impaired Driving (CTW 1.7.1, page 1-69)
- Drug-Impaired Driving Laws (CTW 1.7.2, page 1-71)

#### Seat Belts and Child Restraints:

- State Primary Enforcement Seat Belt Use Laws (CTW 2.1.1, page 2-10)
- Short-term High-Visibility Enforcement (CTW 2.2.1, page 2-15)
- Combined Seat Belt and Alcohol Enforcement, Nighttime (CTW 2.2.2, page 1-17)
- Sustained Enforcement (CTW 2.2.3, page 2-19)
- Communications and Outreach (CTW 2.3.1, page 2-20)
- Communications and Outreach Strategies for Low-Belt-Use Groups (CTW 2.3.3, page 2-21)
- Short-Term High-Visibility Child Restraint/Booster Law Enforcement (CTW 2.5.1, page 2-26)

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<sup>10</sup> CTW Countermeasures That Work, Eighth Edition, 2015

<sup>11</sup> CDC Centers for Disease Control and Prevention

- Communications & Outreach Strategies for Child Restraint and Booster Seat Use (CTW 2.6.2, page 2-30)

#### Speeding and Speed Management:

- Speed Limits (CTW 3.1.1, page 3-16)
- Aggressive Driving and Other Laws (CTW 3.1.2, page 3-18)
- High-Visibility Enforcement (CTW 3.2.2, page 3-24)
- Other Enforcement Methods (CTW 3.2.3, page 3-28)
- Penalty Types and Levels (CTW 3.3.1, page 3-32)
- Communications and Outreach Supporting Enforcement (CTW 3.4.1, page 3-38)

#### Distracted Driving:

- Graduated Driver Licensing Requirements for Beginning Drivers (CTW 4.1.1, page 4-9)
- Cell Phone and Text Messaging Laws (CTW 4.1.2, page 4-11)
- Communications and Outreach on Distracted Driving (CTW 4.2.2, page 4-20)

#### Motorcycle Safety:

- Motorcycle Rider Licensing and Training (CTW 5.2.2, page 5-20)
- Motorcycle Helmet Use Promotion Programs (CTW 5.1.2, page 5-10)
- Alcohol-Impaired Motorcyclists: Communication & Outreach (CTW 5.2.2, page 5-15)
- Communications and Outreach: Conspicuity and Protective Clothing (CTW 5.4.1, page 5-23)
- Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW 5.4.2, page 5-25)

#### Young Drivers:

- Graduated Driver Licensing (CTW 6.1.1, page 6-8)
- GDL Intermediate License Nighttime Restrictions (CTW 6.1.3, page 6-12)
- GDL Intermediate License Passenger Restrictions (CTW 6.1.4, page 6-13)
- GDL Cell Phone Restrictions (CTW 6.1.5, page 6-15)
- GDL Intermediate License Violation Penalties (CTW 6.1.7, page 6-18)

#### Older Drivers:

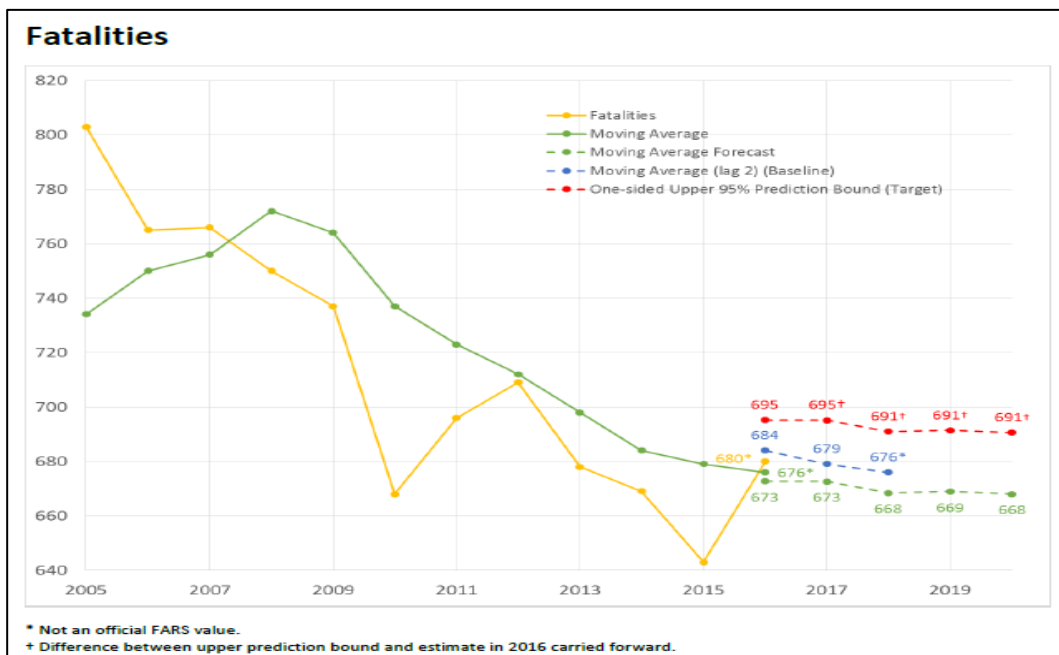
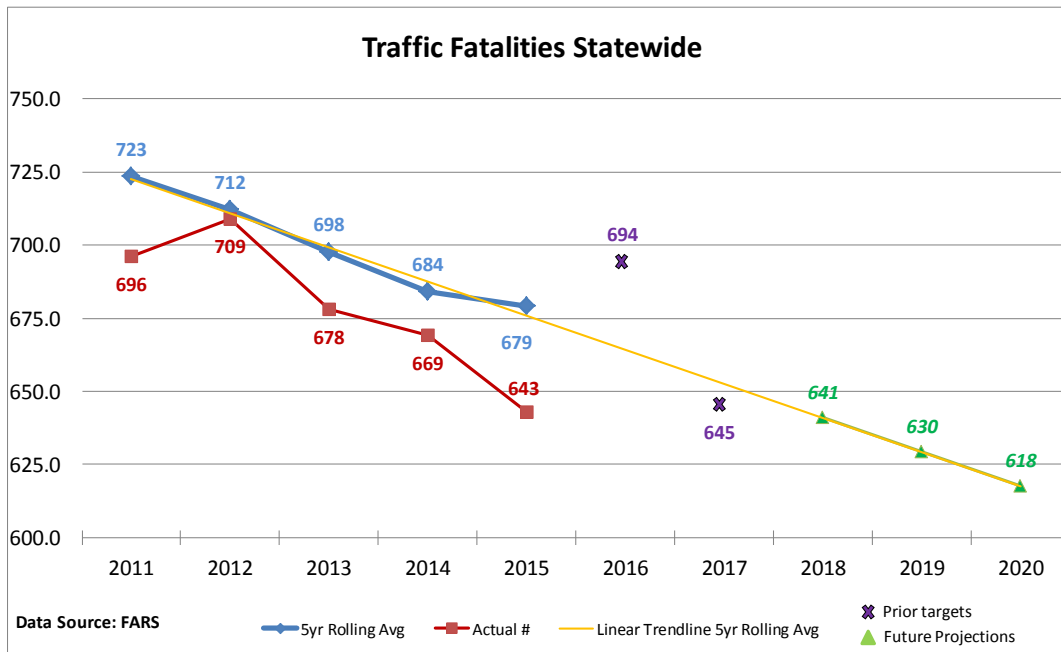
- Referring Older Drivers to Licensing Agencies (CTW 7.2.2, page 7-15)
- License Restrictions (CTW 7.2.3, page 7-18)
- Medical Advisory Boards (CTW 7.2.4, page 7-20)
- Law Enforcement Roles (CTW 7.3.1, page 7-25)

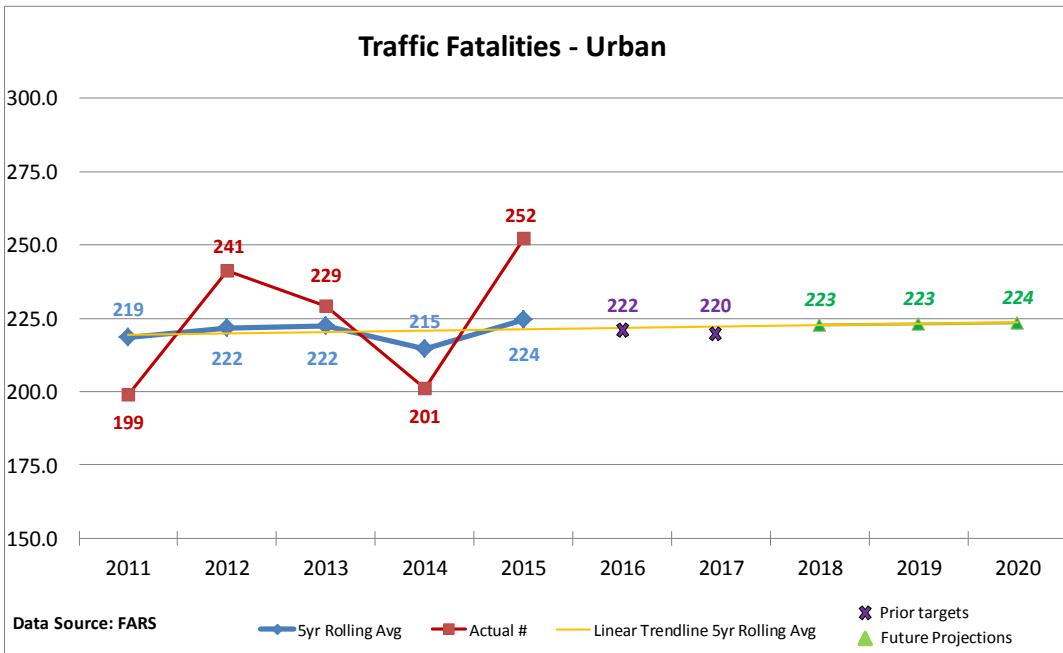
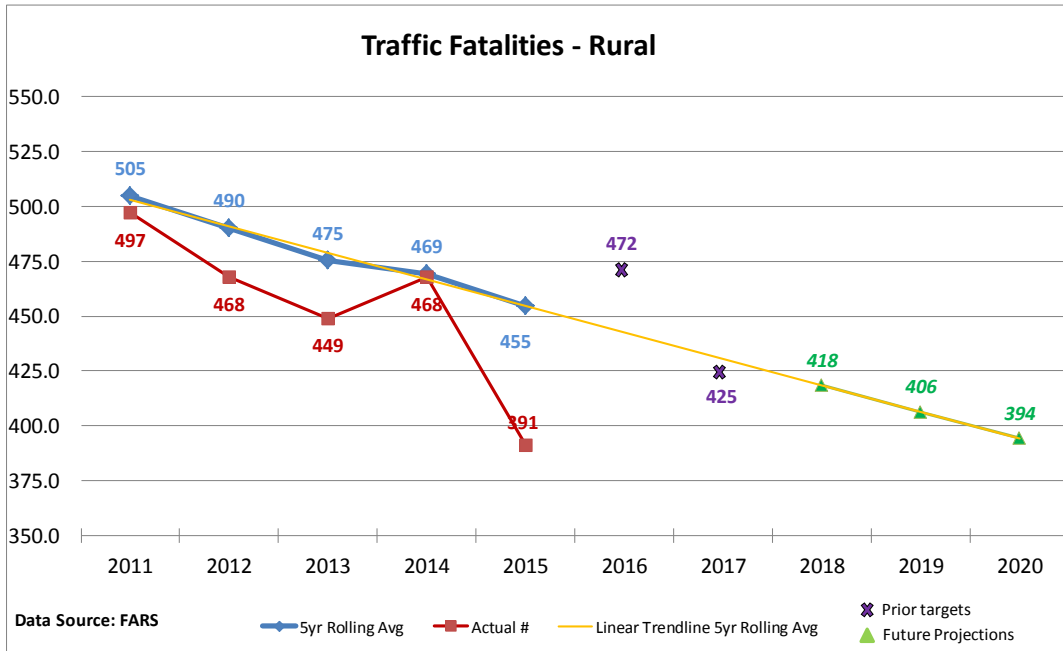
#### Bicycle/Pedestrian:

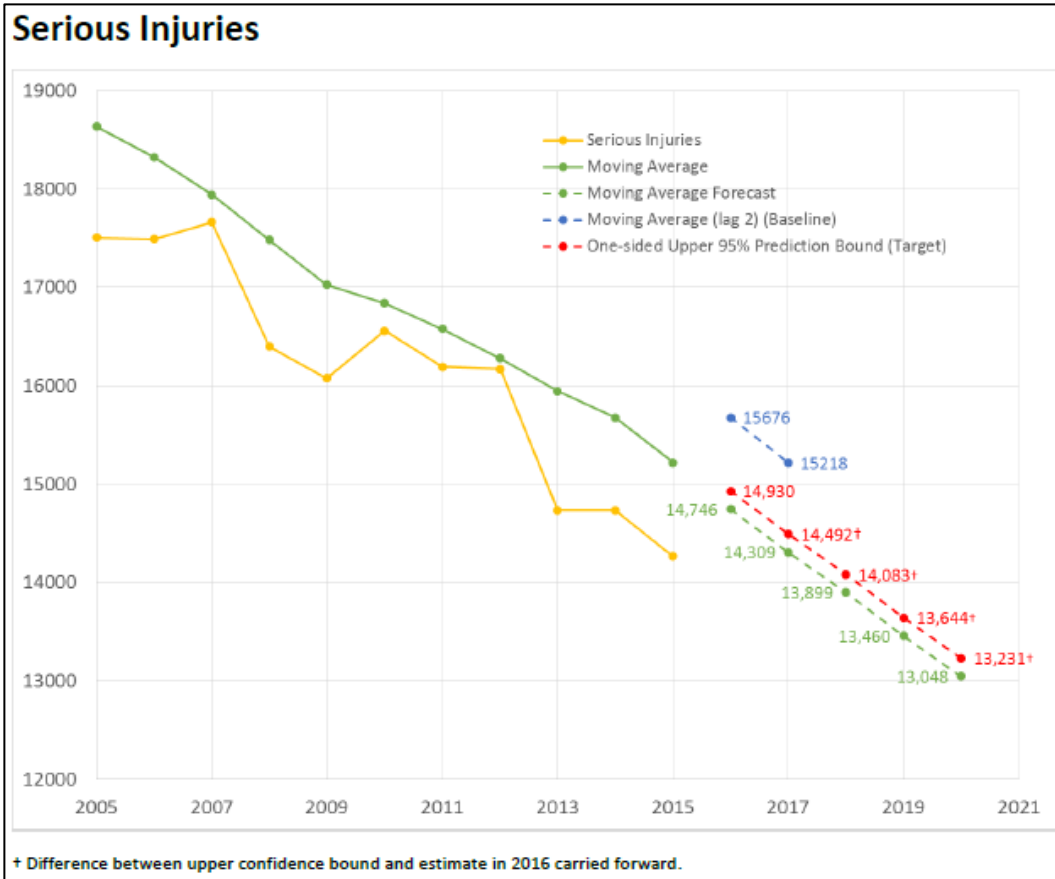
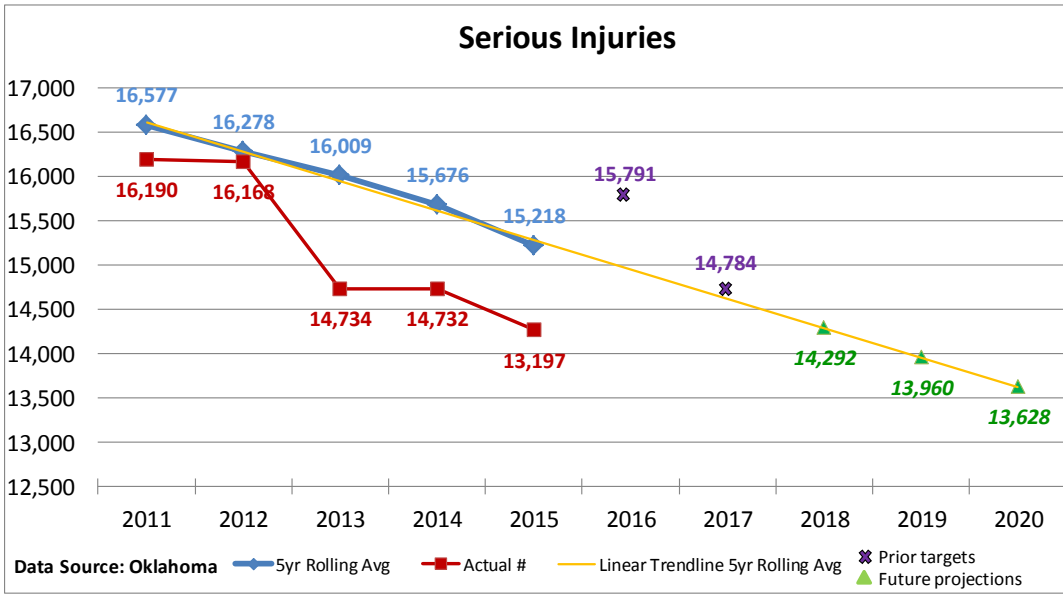
- Impaired Pedestrians: Communications Outreach (CTW 8.3.1, page 8-27)
- Targeted Enforcement (CTW 8.4.5, page 8-36)

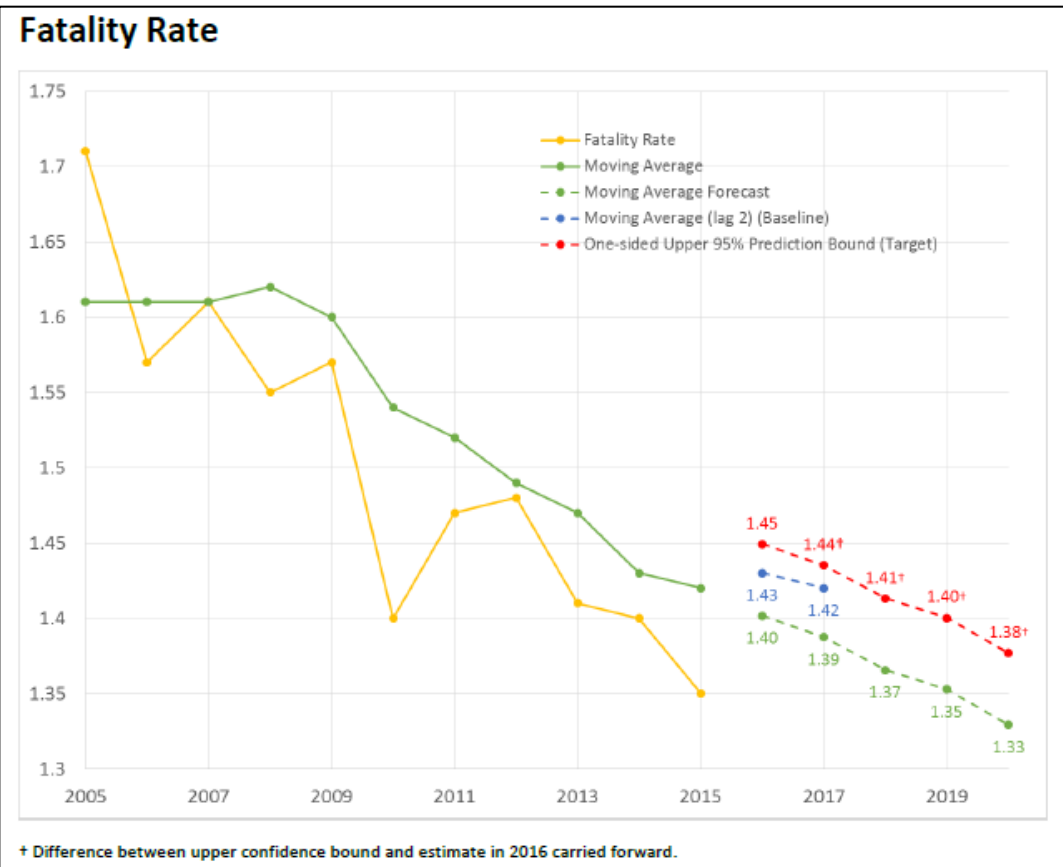
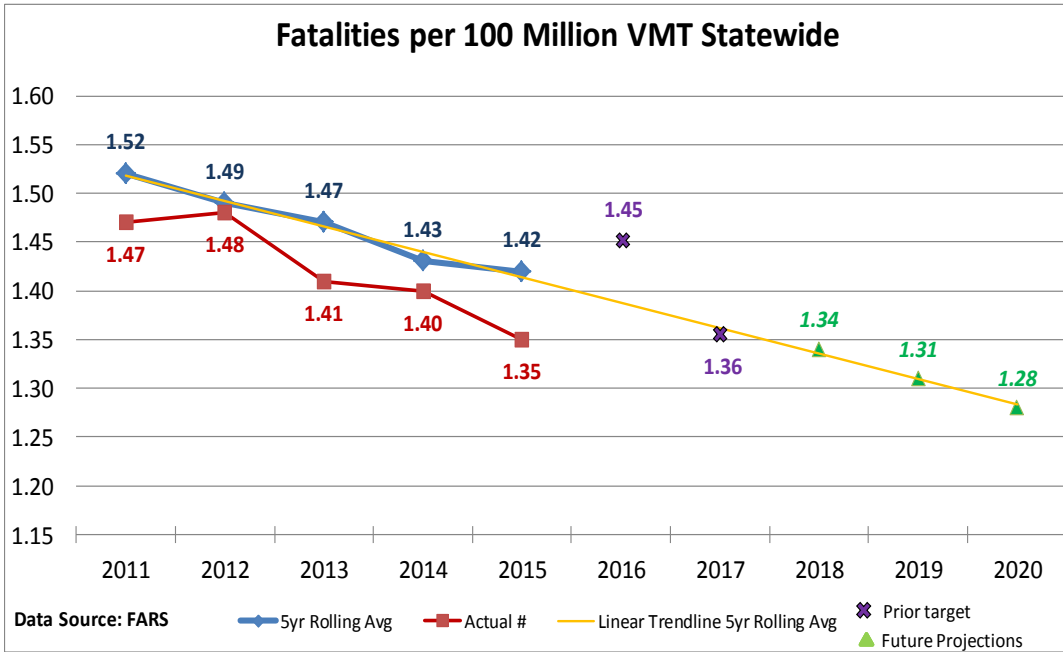
## Analysis of Performance Measures and Target goals FY2018

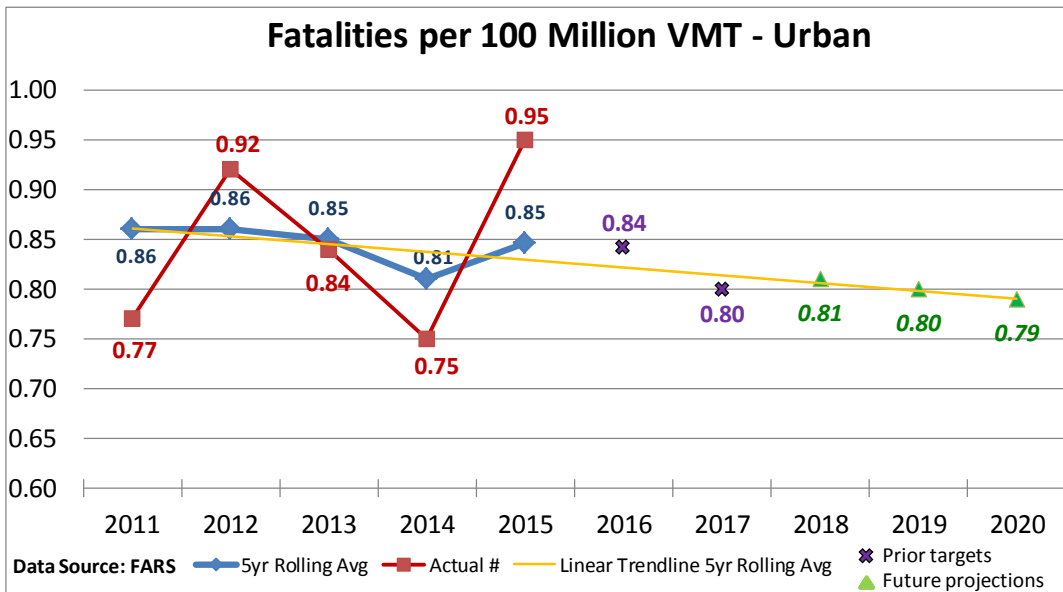
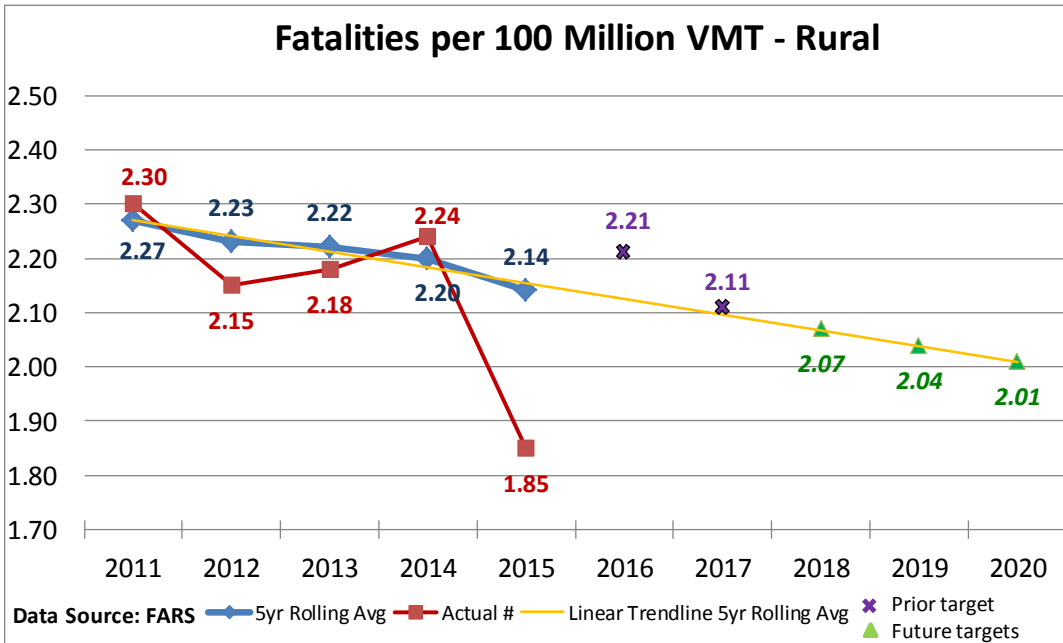
Beginning with the FY2016 project year a five year rolling average was implemented to evaluate data for trend analysis and setting target goals. The most recent FARS statistics available are for calendar year 2015. Each graph below displays the 5-year rolling average and actual results for years 2011 through 2015, the previous target (goal) for years 2016-2017, and the projected targets for years 2018 through 2020 based on the linear 5-year rolling average trend line.

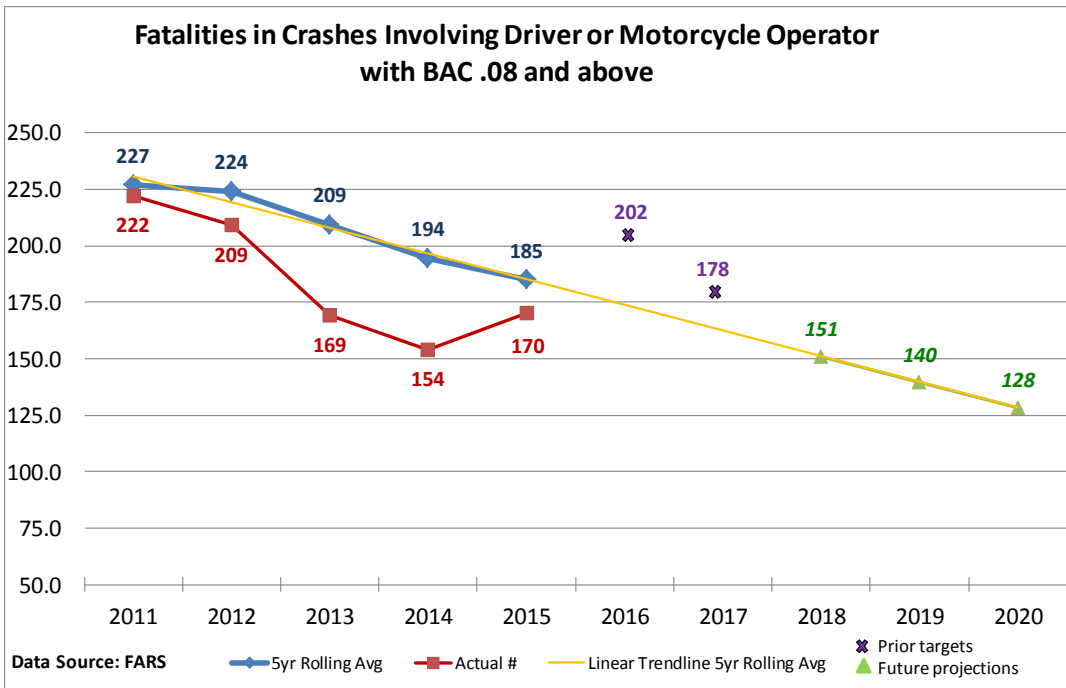
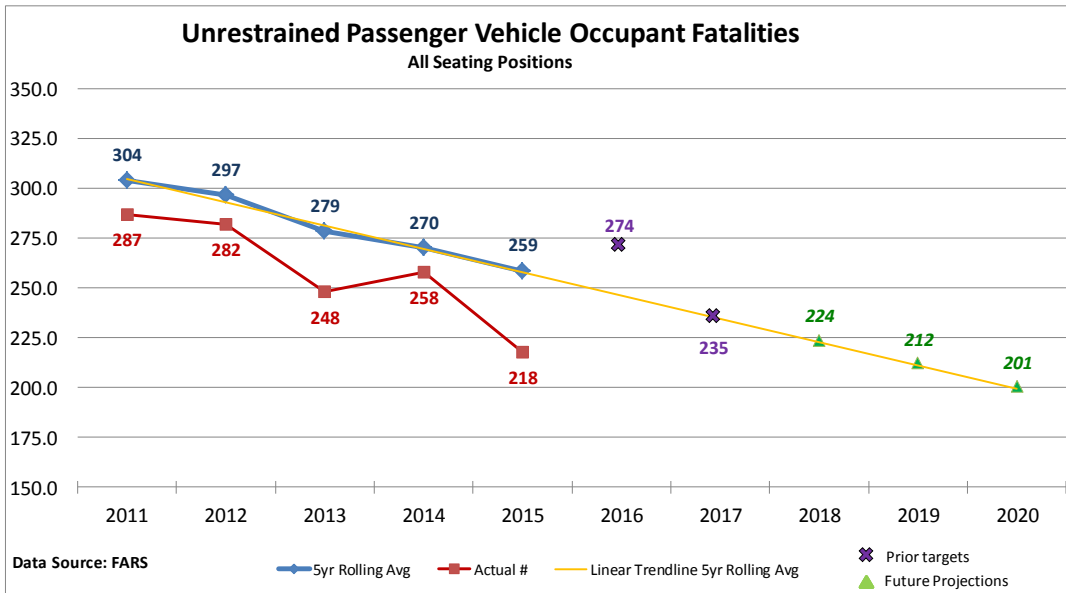




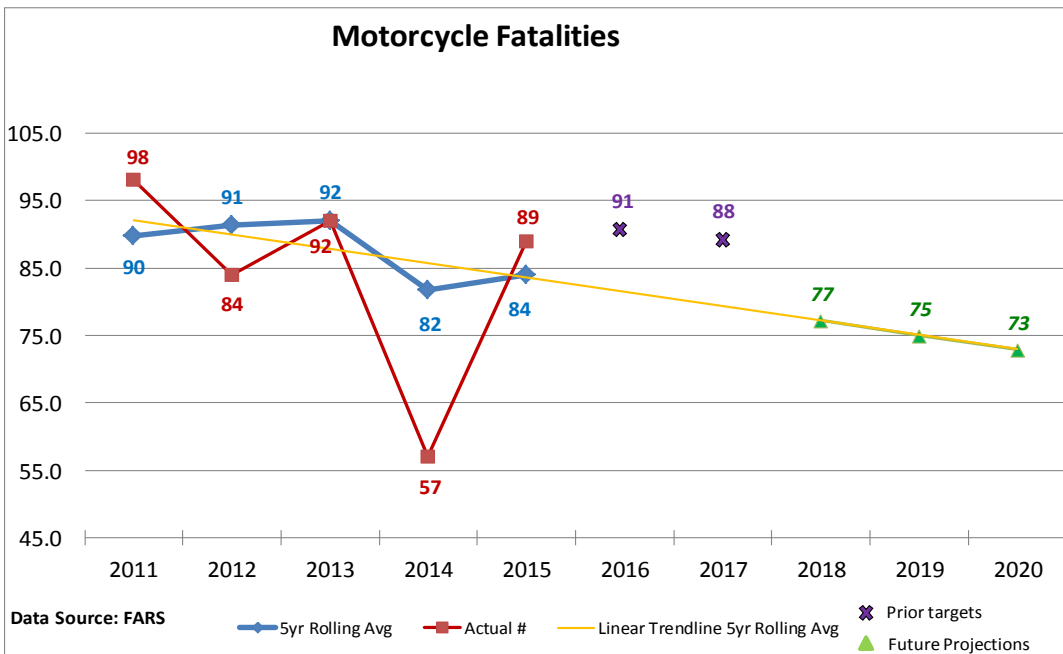
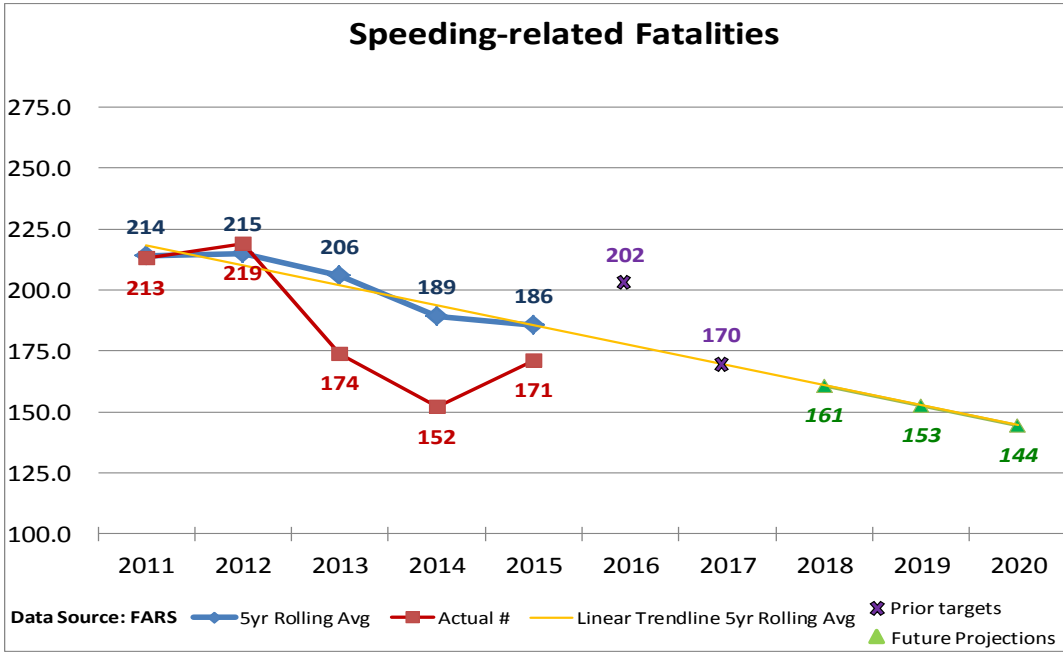


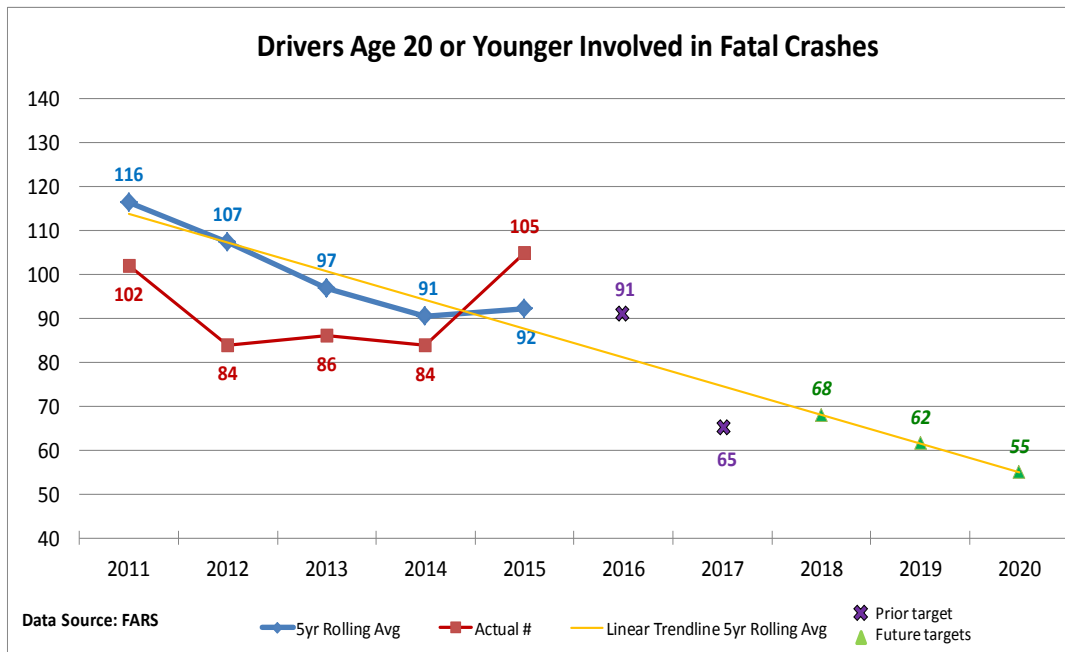
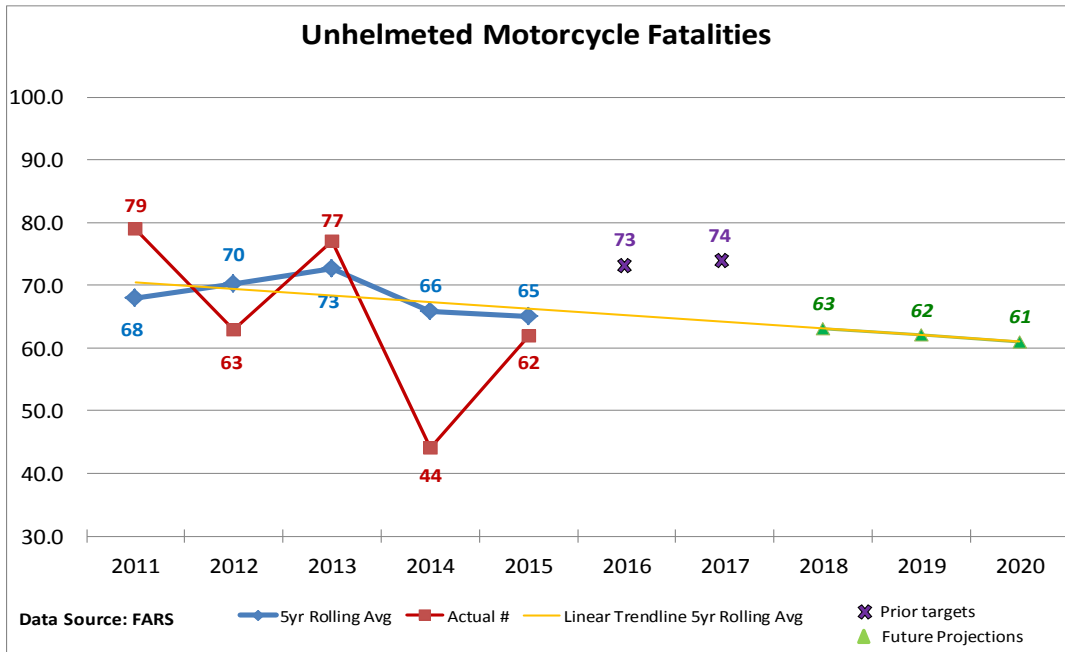


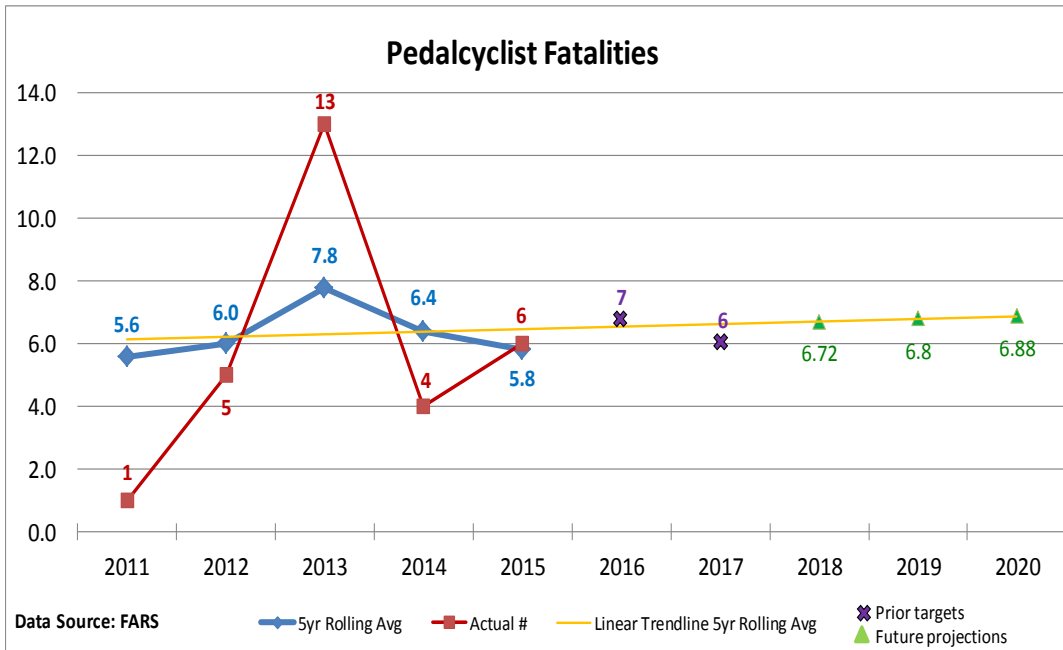
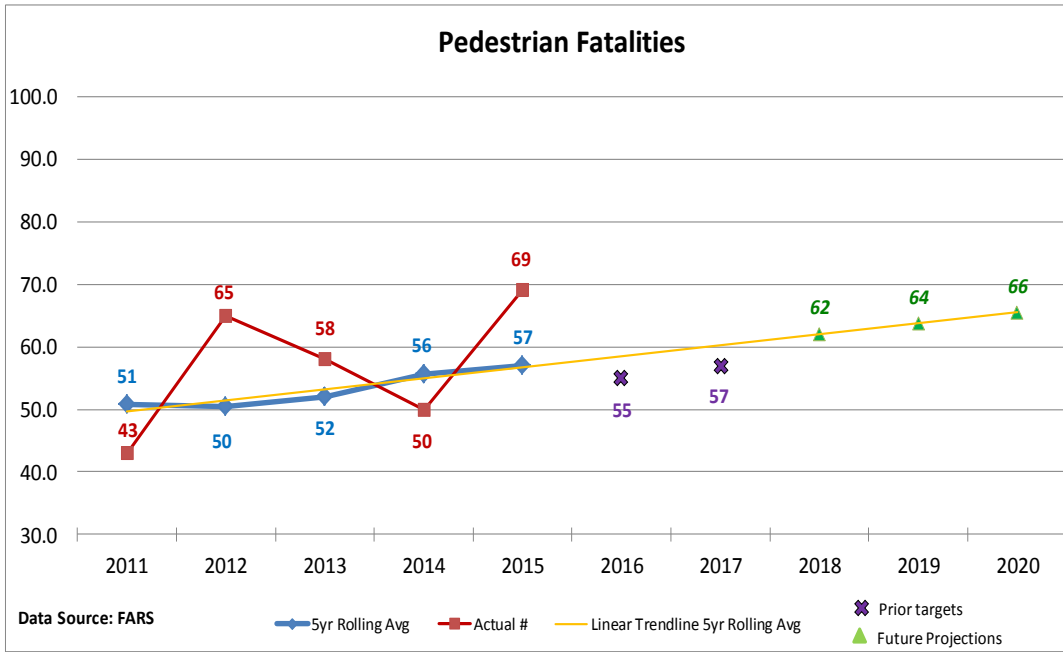


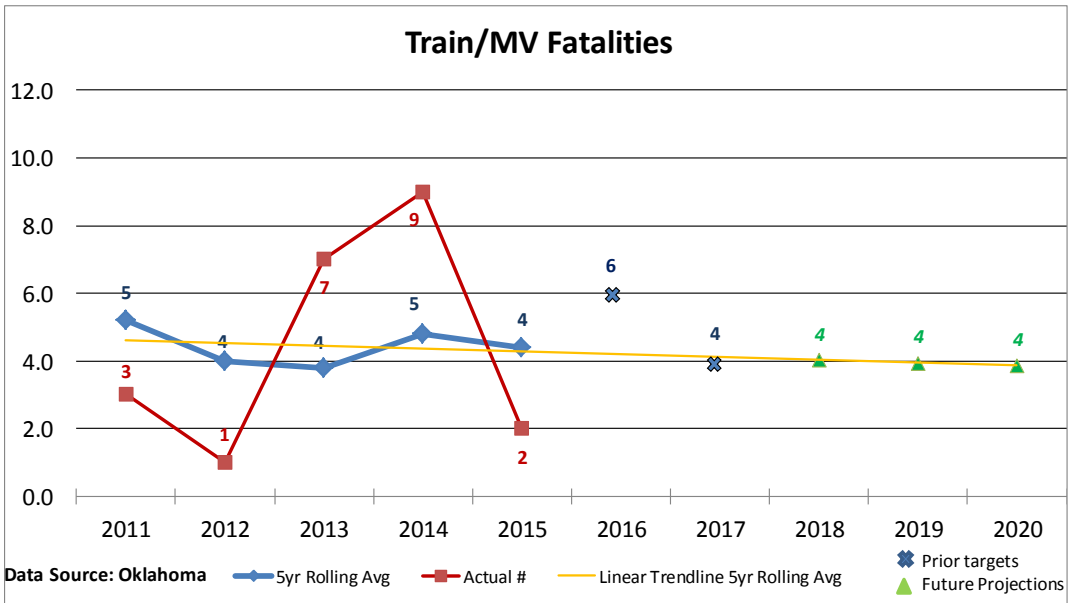
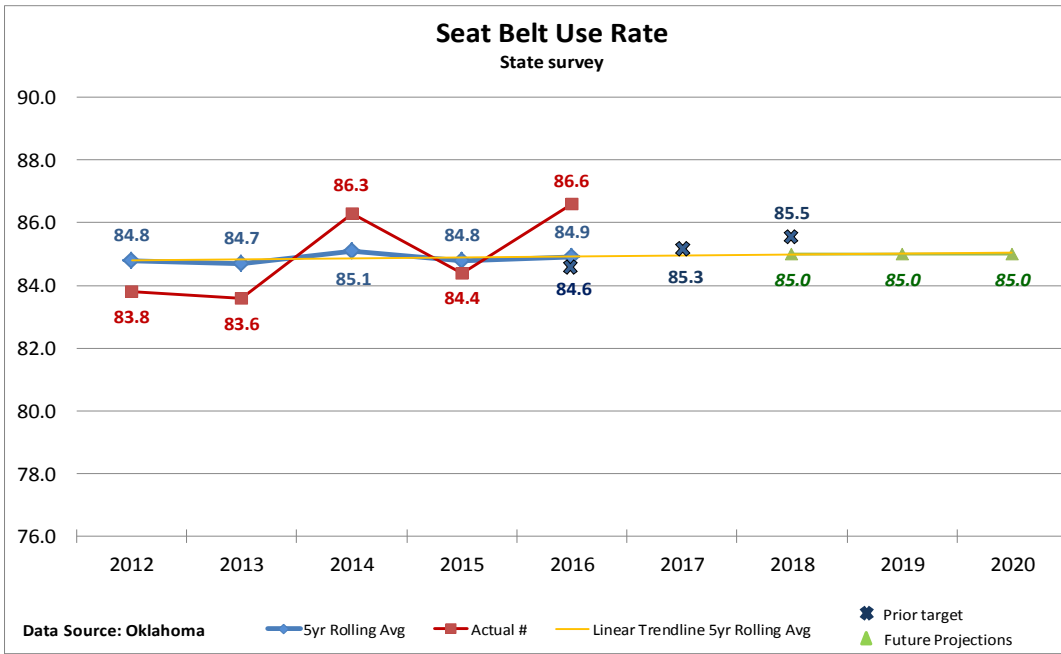


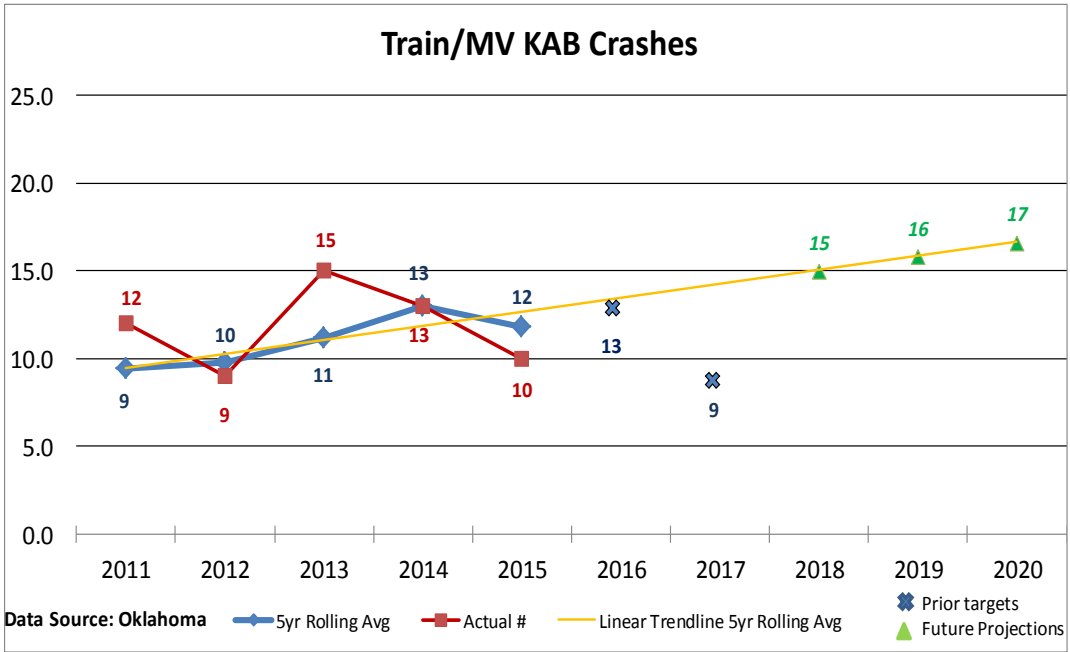












# FY2018 Core Performance Measures

## Oklahoma Highway Safety Plan FFY2018 Oklahoma Highway Safety Office

CORE PERFORMANCE MEASURES <sup>1</sup>	FARS (Final)					Previous FY Targets		Current FY Targets		Future FY Targets			
								Previous Target	Revised Target	Previous Target	Revised Target	New Target	
	2011	2012	2013	2014	2015 <sup>2</sup>	2016 <sup>3</sup>	2017	2018	2018	2019	2019	2020	
<b>Overall</b>													
C-1: Traffic Fatalities	Total	696	709	678	669	643	694	645	632	691 <sup>†</sup>	620	691	691
	Rural	497	468	449	468	391	472	425	411	418	397	406	394
	Urban	199	241	229	201	252	222	220	220	223	221	223	224
C-2: Serious Injuries (State Data)	16,190	16,168	14,734	14,732	14,266	15,791	14,784	14,490	14,083 <sup>†</sup>	14,195	13,644	13,231	
C-3: Fatalities per 100 MVMT <sup>4</sup>	Total	1.47	1.48	1.41	1.40	1.35	1.45	1.36	1.33	1.41 <sup>†</sup>	1.30	1.40	1.38
	Rural	2.30	2.15	2.18	2.24	1.85	2.21	2.11	2.08	2.07	2.05	2.04	2.01
	Urban	0.77	0.92	0.84	0.75	0.95	0.84	0.80	0.79	0.81	0.78	0.80	0.79
<b>Occupant Protection</b>													
C-4: Unrestrained Occupant Fatalities (all seating positions)	287	282	248	258	218	274	235	220	224	210	212	201	
B-1: Observed Seat Belt Use Rate (front seat outboard occupants)	83.8 (2012)	83.6 (2013)	86.3 (2014)	84.4 (2015)	86.6 <sup>5</sup> (2016)	84.6	85.3	85.5	85.0	85.6	85.0	85.0	
<b>Impaired Driving</b>													
C-5: Fatalities Involving Driver or Motorcycle Operator with .08+ BAC	222	209	169	156	170	202	178	171	151	164	140	128	
<b>Speeding</b>													
C-6: Speeding Related Fatalities	213	219	174	152	171	202	170	162	161	154	153	144	
<b>Motorcyclists</b>													
C-7: Number of Motorcycle Fatalities	98	84	92	57	89	91	88	88	77	88	75	73	
C-8: Number of Unhelmeted Motorcyclist Fatalities	79	63	77	44	62	73	74	76	63	77	62	61	
<b>Youth</b>													
C-9: Number of Drivers under 21	102	84	86	84	105	91	65	57	68	49	62	55	
<b>Pedestrians</b>													
C-10: Number of Pedestrian Fatalities	43	65	58	50	69	55	57	58	62	59	64	66	
<b>Pedalcyclists</b>													
C-11: Number of Pedalcyclist Fatalities	1	5	13	4	6	7	6	6	6	6	6	6	

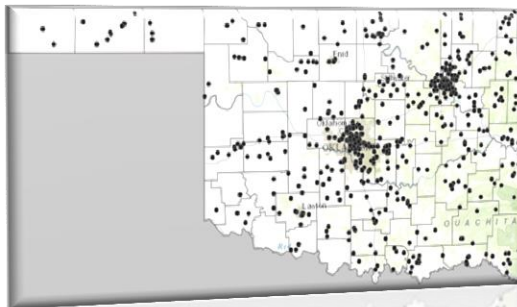
<sup>1</sup>Using FARS data unless otherwise noted  
<sup>2</sup>With the exception of the seat belt use rate (B1), 2015 data is the latest FARS or state data available  
<sup>3</sup>In 2016, changed to a 5 year Moving Average trend analysis  
<sup>4</sup>Million Vehicle Miles Traveled  
<sup>5</sup>FY16 statewide survey is most current data for seat belt use  
<sup>†</sup>Core measure common to HSP, HSIP and SHSP

## Problem Identification Results and Establishment of Performance Targets

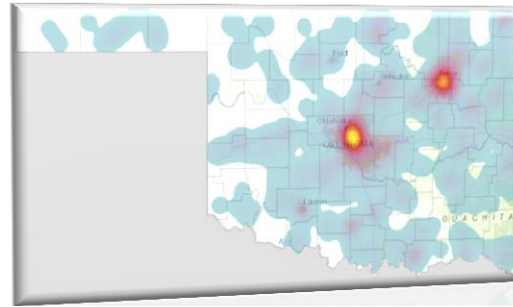
### Statewide Fatality and Serious Injury Crashes

(See graphs on pages 27 and 29)

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 11, provide the statistical basis on which problem identification is based (the steps in the Problem Identification process are identified on page 13).



2015 Fatalities Location



2015 Fatalities Heat Map

In 2015, Oklahoma experienced a decrease in total traffic fatalities and unrestrained fatalities. The rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) also decreased overall. In contrast, the number of fatalities on urban roadways as well as the rate of fatalities for urban crashes increased. Like many states nationwide, Oklahoma also experienced increases in a number of other traffic related areas, including: speed related fatalities, fatalities involving drivers .08 or more BAC, motorcycle fatalities, fatal crashes involving drivers under age 21, and pedalcyclist and pedestrian fatalities. Statistical analyses for 2015 revealed the following:

- October had the highest number of total crashes.
- Friday was the weekday having the most crashes.
- More crashes occurred between 5pm and 6pm than any other hour of the day.
- More fatalities occurred in May than any other month of the year.
- More fatalities occurred between 4 p.m. 5 p.m. than any other hour of the day.
- Alva had the highest Injury crash rate among cities of 5,000 or more population, ranked by Vehicle Miles Traveled.
- Major County had the highest fatal crash rate, ranked by Vehicle Miles Traveled.

As the overall goal of any traffic safety plan is to reduce fatalities, injuries and societal costs resulting from motor vehicle crashes, the OHSO will strive to achieve these target goals utilizing the strategies identified on page 57.

- Target [C-1]: To limit a projected increase in the number of traffic fatalities from 643 in 2015 to 691 in 2018.
- Target [C-2]: To decrease the number of Serious Injuries in traffic crashes from 14,266 in 2015 to 14,083 in 2018.
- Target [C-3]: To limit a projected increase in the Total Fatalities per 100M VMT rate from 1.35 in 2015 to 1.41 in 2018.
- Target [C-3a]: To decrease the Urban Fatalities per 100M VMT rate from 0.95 in 2015 to 0.81 in 2018.
- Target [C-3b]: To limit a projected increase in the Rural Fatalities per 100M VMT rate from 1.85 in 2015 to 2.07 in 2018.

## **Occupant Protection and Child Passenger Safety**

(See graph on page 32)

The Oklahoma primary seat belt law requires only the driver and front seat passenger positions to wear safety belts and the fine for failure to wear a seat belt is \$20 including court costs. Unrestrained passenger vehicle occupant fatalities for all seating positions in Oklahoma have decreased over the past several years, from 287 in 2011 to 218 in 2015. During the same period, the observed statewide seat belt use rate has remained relatively flat, from 83.8% in 2012 to a all-time high of 86.6% in 2016. Efforts to expand the law to increase the fine and/or include other seating positions in the law have so far been unsuccessful. We will continue to promote and support efforts in occupant protection education and enforcement to the greatest extent possible, with particular emphasis on the increased risk of death or injury as a result of ejection from the vehicle when not properly restrained.

Oklahoma conducted a NHTSA Occupant Protection Assessment in April of 2017. There were a number of areas for improvement recommended and the OHSO will carefully review those to see where we might be able to improve our OP programs.

Unrestrained fatalities increased from 55.1% of total fatalities in 2014 to 58.2% in 2015<sup>12</sup>. The statistics for 2015 as listed below for the number of fatalities involving ejection present a more graphic picture of that relationship:

- 39% of unrestrained fatalities were totally ejected from the vehicle.
- 69% of unrestrained fatalities were male.
- 62% of unrestrained fatalities were killed in crashes involving only one vehicle.
- 54% of unrestrained fatalities were killed in crashes that occurred on rural roads and highways.
- 43% of unrestrained fatalities were killed in alcohol-related crashes.
- 65% of unrestrained fatalities were occupants of passenger vehicles and 43% were occupants of pickup trucks.

Previous analyses performed have shown:

- For the 5 year period 2010-2014, 41% (540 of 1,331) of unrestrained fatalities occurred during nighttime hours 9 p.m. – 6 a.m.
- During the 5 year period 2010-2014, 96% (561 of 582) of fatalities ejected from their vehicle were unrestrained.

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<sup>12</sup> OHSO Fact Sheet – Unrestrained Fatalities in Crashes (2015)



According to the 2016 Statewide Seat Belt Use Observational Study, the five sampled counties with the lowest seat belt compliance rate included:

- Okmulgee County 77.1%
- McClain County 78.0%
- Garfield County 78.9%
- LeFlore County 80.0%
- Pittsburg County 81.1%

Oklahoma's recertification rate for CPS technicians was 57.7 percent in calendar year 2016 – slightly above the national average of 56.2 percent. Recertification rates generally appear to be trending upward in Oklahoma and nationwide. Maintaining and increasing the number of CPS Technicians and the availability of Child Restraint Inspection Stations continues to be a goal. The 2016 Child Restraint Observation Survey results reflect that the child restraint use rate in Oklahoma rose to 92 percent. 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. Although observation results show increased use of child restraints, Safe Kids Worldwide reports a vast majority of parents or caregivers are still struggling with the proper use and installation of child restraint seats.

- Target [C-4]: To limit a projected increase in the number of unrestrained occupant fatalities (all seating positions) from 218 in 2015 to 224 in 2018.
- Target [B-1]: To limit a projected decrease in the statewide safety belt use rate from 86.6% in 2016 to 85.0% in 2018.

## Impaired Driving

(See graph on page 32)

Over the last three years, Oklahoma has achieved significant improvement in decreasing the number of fatalities from alcohol-related crashes in Oklahoma. FARS data reflect there were 222 alcohol-impaired driving fatalities in Oklahoma involving a driver or motorcycle operator with .08 or more blood alcohol content (BAC) in 2011, representing 31% of all fatalities in the State. In 2015, there were 170 alcohol-impaired fatalities .08 or more, representing 26% of all fatalities in the State. In addition, a 2016 report from NHTSA identified Oklahoma as the only State in NHTSA Region 6 to meet or better the national average for alcohol-impaired driving fatalities per 100 MVMT in 2014. Despite this improvement, alcohol-impaired fatalities continue to represent a significant percentage of the traffic fatalities experienced in Oklahoma, as evidenced by the target set based on review of the 5-year moving average statistics.

Statistical analyses for 2015 reveals the following facts<sup>13</sup>:

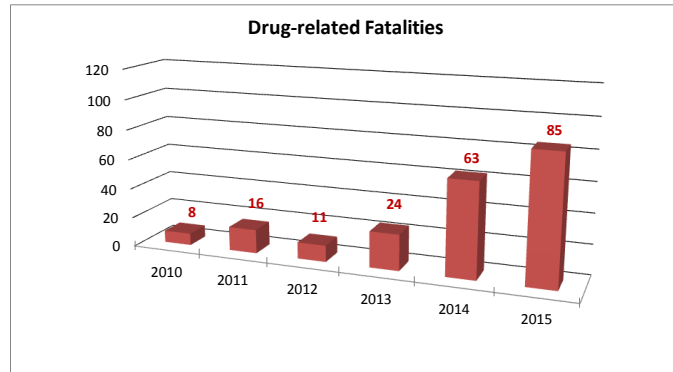
- 27% of all fatal crashes in Oklahoma were alcohol-related.
- 83.6% of the driver fatalities in alcohol-related crashes were male.
- Alcohol-related fatal and injury crashes occurred more often between 8:00 p.m. and 4 a.m. and more often on Saturday and Sunday.
- Of those alcohol-related fatalities with known restraint use, 68% were unrestrained.

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<sup>13</sup> OHSO Fact Sheets 2015/Alcohol-Related Crashes

Drug-related crashes continue to increase in Oklahoma, as reflected in the chart below.

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 “incomplete”, although it was based on crash reports received.



\*Drug use is currently not tested for marijuana, oxycodone, methadone, lorazepam or clonazepam.

Based on the State’s analysis of the problem identification and the current statistical data, it identified sufficient problem identification to substantiate the use of Section 405d funds for the Department of Mental Health Substance Abuse Services “ODMHSAS 2M2L Task Force Project”. Problem ID describes the nature and magnitude of the current traffic safety problem using current statistical data.

The OHSO plans to continue its efforts to create a more robust impaired driving program, to include evidence-based strategies:

- High-visibility Enforcement
- Law Enforcement and Judicial Training
- Regional Impaired Driving Enforcement Teams
- BAC and drug testing
- Mass Media
- Legislative initiatives

In addition to the listed strategies, the OHSO will continue to actively participate in and provide administrative support for the Governor’s Impaired Driving Prevention Advisory Council (GIDPAC). The OHSO will work in conjunction with GIDPAC in executing the statewide strategic plan originally submitted to Governor Fallin in February of 2014 to reduce the incidence of impaired driving and associated traffic crashes and improve the impaired driving situation in Oklahoma. This plan contains elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections beginning on page 52.

- **Target [C-5]: To decrease the number of fatalities involving a driver/operator .08 or more BAC from 170 in 2015 to 151 in 2018.**
- **Target: To decrease the number of drug-related fatalities by 5% from 85 in 2015 to 81 in 2018.**

### **Police Traffic Services / Speed / Aggressive Driving**

(See graph on page 33)

Not all traffic crashes or injuries can be directly attributed to a specific primary causal 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 due attention to traffic laws and road conditions. While some program areas target specific identified problem areas such as seat belts or impaired driving, the general Police Traffic Services area is 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.

Speed and aggressive driving are listed as causal factors in a significant number of crashes. Of the 590 total fatal crashes in 2015, 134 listed speed as the primary contributing factor. Of the 11,105 KAB crashes in 2015, speed was listed as a factor in 2,086 of those (19%). Speed-related crashes are not always caused by exceeding a posted speed limit, but also by driving too fast for conditions. Aggressive driving definitions almost universally include a speed-related component.

While Oklahoma has had laws for some time addressing “inattentive driving”, a new law went into effect November 1, 2015 which specifically bans the use of an electronic device to send/receive text messages while driving.

Oklahoma experienced the following serious traffic problems in 2015<sup>14</sup>:

- Crashes killed 643 persons (FARS data).
- Crashes seriously injured 14,266 persons.
- Alcohol-related crashes killed 170 persons (FARS data).
- Drug-related crashes killed 85 persons.
- Unsafe speed-related crashes killed 171 persons (FARS data).
- Motorcycle crashes killed 89 motorcyclists – 52 were unhelmeted.
- Crashes killed 218 unrestrained occupants.
- Driver distraction was listed as the cause in 1,284 KAB crashes in 2015.

Police Traffic Services projects will conduct a combination of activities in support of the targets previously outlined in Statewide Fatality and Serious Injury Crashes (page 39), Occupant Protection (page 40), Impaired Driving (page 41) and distracted driving (page 44). In addition, speed specific projects will focus more on violations directly related to speed and aggressive driving, using evidence-based enforcement strategies identified on page 57.

- Target [C-1]: To limit a projected increase in the number of traffic fatalities from 643 in 2015 to 691 in 2018.
- Target [C-6]: To decrease the number of speed-related fatalities by 10%, from 171 in 2015 to 153 in 2018.
- Target: To decrease the number of distracted drivers involved in distracted driving-related KAB crashes by 5% from 1,284 in 2015 to 1,220 in 2018.
- Target: To decrease the number of distracted drivers age 16-24 involved in distracted driving-related KAB crashes by 5% from 435 in 2015 to 413 in 2018.

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<sup>14</sup> Oklahoma Crash Facts 2015

All Police Traffic Services projects are initiated to support the overall state targets as listed under the Statewide Fatality and Serious Injury Crashes section on page 39.

### **Motorcycle Safety**

(See graphs on page 33)

The demand for motorcycle safety training and education is overwhelming. Students outside the greater 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. In addition, 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.

Statistical analyses for 2015 revealed the following<sup>15</sup>:

- Both fatal and injury crashes occurred more often between 4:00 p.m. and 7:59 p.m.
- More motorcycle crashes occurred on Saturday than any other day of the week.
- The leading cause by far in fatal and injury motorcycle crashes was Unsafe Speed on Curve/Turn (40.1%)
- When helmet use was known, 55.7% of fatalities were unhelmeted.
- Of the 88 motorcycle fatalities, 90% were male.

- **Target [C-7]: To decrease the number of motorcycle fatalities by 13%, from 89 in 2015 to 77 in 2018.**
- **Target [C-8]: To limit a projected increase in unhelmeted motorcycle fatalities from 62 in 2015 to 63 in 2018.**

### **Driver Education/Distracted Driving/Teen Safety Programs**

(See graph on page 34)

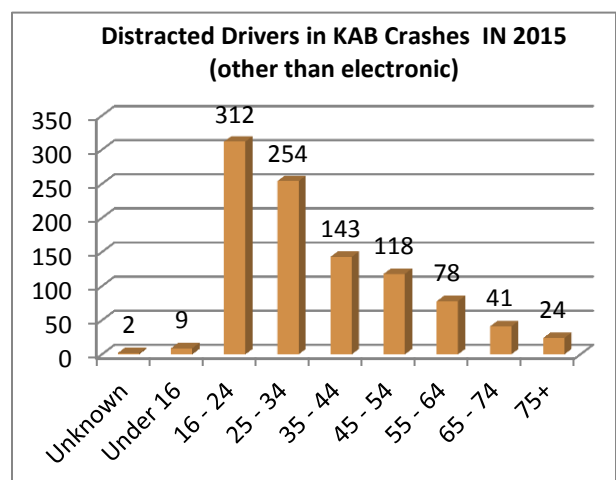
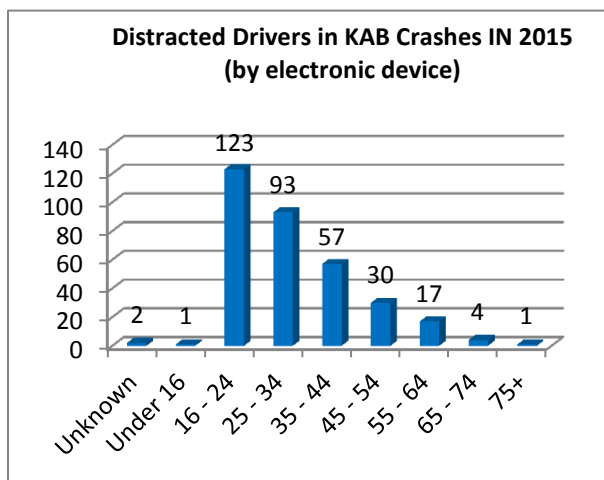
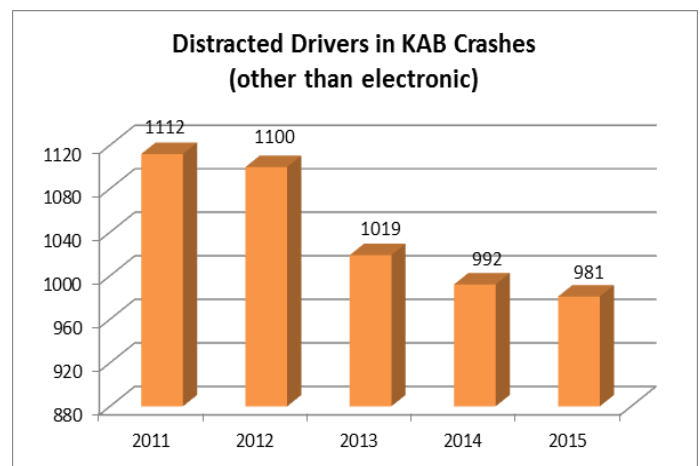
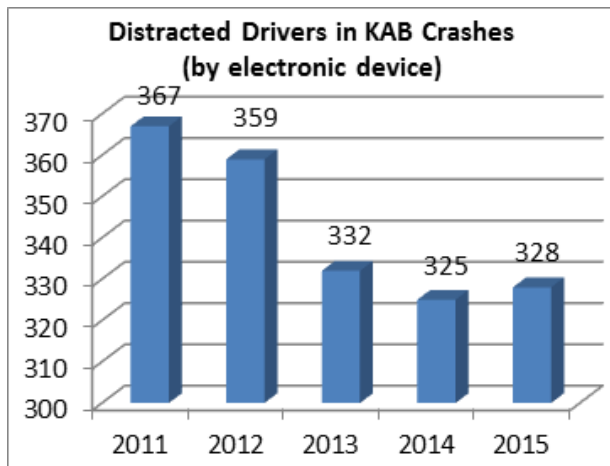
Between 2005 and 2009, Oklahoma averaged 133 drivers under the age of 21 killed every year in motor vehicle crashes. From 2010 through 2014, that average dropped to 90 fatalities per year - representing a decline of 32%! Through continued communications and outreach efforts<sup>16</sup>, with increased emphasis on distracted driving, Oklahoma hopes to continue to build on this success.

Over the last several years, the number of drivers distracted by electronic device or other type of distraction involved in KAB crashes has shown a gradual decrease since highs in 2011. However, the 16-24 and 25-34 year old age groups continue to be over represented in this area. For unexplained reasons, Oklahoma also experienced a significant increase in drivers age 20 or younger involved in fatal crashes in 2015, from 84 in 2014 to 105 in 2015.

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<sup>15</sup> OHSO Fact Sheet – Motorcyclists in Crashes (2015)

<sup>16</sup> NHTSA Countermeasure That Work 4.2.1, page 4-18



In a effort to address these problems, Oklahoma has partnered with a number of groups to provide funding for programs geared toward the teen and young adult age groups:

- Through a grant to Educational Alternatives, a pilot project to decrease distracted driving through peer to peer education was initiated in FY2015. This ongoing project partners with state FCCLA groups and utilizes college age students as mentors to these groups to raise awareness and reduce distracted driving in their local schools and communities through communications and outreach.
- The Alive at 25 program offered through the Oklahoma Safety Council is a traffic safety education course developed by the National Safety Council focusing on teenagers and young adults ages 15-24. It is designed to be an early intervention program to help prevent traffic violations, collisions and/or fatalities involving young drivers.
- The National Safety Council's *Our Driving Concern* employers traffic safety program aims to improve traffic safety through the use of employer based programs to educate and encourage safe driving habits by their employees. According to Department of Labor statistics, there were 67 transportation related incidents reported by Oklahoma employers in CY2014.

- A new program for FY2018 will bring the Cinema Drive Experience program to ten high schools across the state, combining state-of-the-art entertainment technology with the best science on young driver messaging and teen engagement.

- Target [C-9]: To decrease the number of drivers under the age of 21 involved in fatal crashes from 105 in 2015 to 68 in 2017.
- Target: To decrease the number of distracted drivers involved in distracted driving-related KAB crashes by 5% from 1,309 in 2015 to 1,244 in 2018.
- Target: To decrease the number of distracted drivers age 16-24 involved in distracted driving-related KAB crashes by 5% from 434 in 2015 to 412 in 2018.
- Target: To decrease the number of work-related transportation incidents by 5% from 44 in 2015 to 40 in 2018<sup>17</sup>.

### **Bicyclist and Pedestrian Safety**

(See graphs on page 35)

Oklahoma experienced 69 pedestrian and six bicyclist fatalities in 2015. Approximately 50% of the total bicycle and pedestrian fatalities occurred within the greater metropolitan areas in and surrounding Oklahoma City and Tulsa. The 5-year rolling average 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 great extent. Most pedestrian fatalities were adults, often affected by alcohol or other substances, crossing in unlighted and unmarked areas. In FY2015, OHSO initiated a pilot program with the Indian Nation Council of Governments (INCOG) in Tulsa to improve bicycle and pedestrian safety in the greater Tulsa metropolitan area, as this area was identified by NHTSA in 2012 as being well above the national average for bicyclist and pedestrian fatalities. The is still an ongoing project to better identify the problem and possible solutions. Although not funded through a grant from the OHSO, the City of Oklahoma City is continuing to participating in the Mayor's Challenge, a national pedestrian safety initiative. Is it a goal to work more closely with the various Metropolitan Planning Organizations to promote bicycle and pedestrian safety programs within their respective boundaries.

- Target [C-10]: To decrease the number of pedestrian fatalities by 10%, from 69 in 2015 to 62 in 2018.
- Target [C-11]: To maintain at the 2015 level of 6 in 2015 to 6 in 2018.

### **Rail Grade Crossing Safety**

(See graphs on page 36 )

The same problems that contribute to speed and aggressive driving are often times the cause of crashes at rail grade crossings, but as these are fewer in number they are often overlooked in problem identification. According to *2015 FRA Accident Trends*, Oklahoma ranks 21st in the nation for trespasser incidents and 19th in vehicle train collisions. Much like motorcycle fatalities, these numbers tend to fluctuate significantly from year to year. A Northwestern University statistical study concluded that at

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<sup>17</sup> Source: U.S Bureau of Labor Statistics

least 20% of the reduction in fatalities can be attributed to safety education. Our primary partner in this area is Oklahoma Operation Lifesaver, which is the state office affiliated with Operation Lifesaver National. Their stated mission is to prevent fatalities at railroad highway crossings and trespassing incidents through education, training, and partnerships with local law enforcement entities.

- To reduce the number of rail grade crossing fatalities from 9 in 2014 (state data) to 4 in 2017.
- To reduce the number of rail grade crossing fatality and serious injury crashes from 13 in 2014 (state data) to 9 in 2017.

## Traffic Records

The ability to effectively collect, collate and analyze data is not only ancillary in nature, 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 timely and accessible citation and crash location maps. Creating such interfaces will allow for the timely development of effective crash countermeasures, especially as related to county roads and city streets. Over the last several years, Oklahoma has made great strides in integrating GPS information into crash reports and electronically submitting that information to the appropriate agencies involved when a crash occurs, but more work is needed. Geocoding city/street data has greatly increased the number of mappable crashes in the State on these types of roadways within both the PARIS and SAFE-T systems. Improving crash reporting systems to enable electronic submission of crash reports, including GPS information, utilizing the PARIS and CRS systems (collectively now referred to as *PARIS.web*) will continue to improve the timeliness and completeness of crash data. Expansion of these systems will increase the number of crash reports containing geospatial information gathered at the time of the investigation and will also allow users to more effectively utilize the data for a variety of visual planning tools to address their traffic safety problems. The long-term plan includes development of a statewide Data-Driven Approach to Crime and Traffic Safety (DDACTS) type system which will be linked to criminal data from the Oklahoma State Bureau of Investigation.

Oklahoma has also made significant improvements in creation of a system to collect data related to impaired driving arrests – currently no such system exists. However, new law effective November 1, 2016 statutorily authorizes and creates a “Statewide Impaired Driver Database”. Utilizing *PARIS.web* as the portal, a uniform Impaired Driving Arrest form will be utilized by all law enforcement agencies to report and submit impaired driving arrest data to the database.

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.

- Target: To increase the number of mappable city collisions statewide in the SAFE-T Collision Explorer Tools from 82.6% as of April 1, 2017 to 85% by March 31, 2018.
- Target: To improve timeliness of crash data collection and analysis by decreasing the time in which data is accessible for analysis to less than 1 work day.
- Target: To increase the number of user agencies on PARIS from 4 in 2016 to 8 in 2018.
- Target: To continue development of the statewide Impaired Driver Database program.

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

## **FY2017 Performance Report**

This section will evaluate, to the best extent possible, the State's success in meeting program-area performance targets from the FY17 Highway Safety Plan – bearing in mind that the FY17 Project Year targets are based on Calendar year 2017 data and that such data for 2017 will not be available until mid-year of 2018 and final FARS data for 2017 may not be available until year-end of 2018.

### **Statewide Fatality and Serious Injury Crashes**

Target (C-1): To decrease the number of traffic fatalities from 669 in 2014 to 645 in 2017.

Result: Oklahoma is currently at 224 traffic fatalities for CY2017 and indications are that the 2017 target will be met.

Target (C-2): To maintain at the 2014 level or limit an increase in the number of Serious Injuries in MVC from 14,732 in 2014 to 14,784 in 2017.

Result: Oklahoma is currently at 4,671 serious injuries for CY2017 and indications are that the 2017 target will be met.

Target [C-3]: To decrease the statewide Fatalities per 100 Million Vehicle Miles Traveled rate from 1.40 in 2014 to 1.36 in 2017.

Result: Oklahoma Fatalities per 100 Million VMT rate is currently at 1.04 for CY2017 and indications are that the 2017 target will be met.

### **Occupant Protection and Child Passenger Safety**

Target (C-4): To decrease the number of unrestrained occupant fatalities (all seat positions) from 258 in 2014 to 235 in 2017.

Result: Oklahoma is currently at 103 unrestrained fatalities and indications are that the 2017 target may not be met. Oklahoma conducted a NHTSA OP Management Review in April 2017 and we are reviewing the results to make ongoing adjustments in the statewide OP plan. We have increased the number of OP specific projects for FY18 and are working on other adjustments to increase the seat belt use rate.

Target (B-1): To increase the statewide safety belt use rate from 84.4% in 2015 to 85.3% in 2017.

Result: This data will not be available until late August or September 2017 to evaluate success in meeting this target.

### **Impaired Driving**

Target (C-5): To maintain at the 2014 level or limit an increase in fatalities involving a driver/operator .08 or more BAC from 154 in 2014 to 178 in 2017.

Result: Oklahoma preliminary data does not track the specific BAC measurement, but only indication as to whether there was alcohol-involved. Currently, there are 44 "alcohol-involved" fatalities reported, and using that as a baseline, indications are that the 2017 target will be met.



### **Police Traffic Services/Speed/Aggressive Driving**

Target (C-6): To maintain at the 2014 level or limit an increase in speed-related fatalities from 152 in 2014 to 170 in 2017.

Result: Oklahoma currently shows 41 reported speed-related fatalities and indications are that the 2017 target will be met.

### **Motorcycle Safety**

Target (C-7): To maintain at the 2014 level or limit an increase in motorcycle fatalities from 57 in 2014 to 88 in 2017.

Result: Oklahoma is currently at 28 motorcycle fatalities for the year and indications are that the 2017 target will be met.

Target (C-8): To maintain at the 2014 level or limit an increase in unhelmeted motorcycle fatalities from 44 in 2014 to 74 in 2017.

Result: Oklahoma is currently at 14 motorcycle fatalities for the year and indications are that the 2017 target will be met.

### **Driver Education/Distracted Driving**

Target (C-9): To decrease the number of drivers under the age of 21 involved in fatal crashes from 84 in 2014 to 65 in 2017.

Result: Oklahoma is currently at 27 young drivers involved in fatal crashes and indications are that the 2017 target may not be met. We have encouraged grantees with a higher than average distracted driving crash rate to increase their enforcement activity in this area and we have also added a new teen safety program by the Children & Parent Resource Group which will bring traffic safety to select high schools in a new and exciting manner.

### **Bicycle and Pedestrian Safety**

Target (C-10): To maintain at the 2014 level or limit an increase in pedestrian fatalities from 50 in 2014 to 57 in 2017.

Result: Oklahoma is currently at 25 pedestrian fatalities for the year and indications are that the 2017 target may not be met. A new pedestrian safety project will be initiated with Safe Kids Oklahoma, Inc. for FY2018 to increase efforts in this area. We will continue to work closely with our partners in the greater Oklahoma City and Tulsa areas, the Department of Transportation, and Metropolitan Planning Organizations to develop and promote projects to improve pedestrian and bicycle safety.

Target (C-11): To maintain at the 2014 level or limit an increase in pedalcyclist fatalities from 4 in 2014 to 6 in 2017.

Result: Oklahoma is currently at 3 pedalcyclist fatalities for the year and indications are that the 2017 target may not be met. No additional projects are expected at this time, but we will encourage our grantees and partners to emphasize their programs in these areas.

### **Programs or projects that have not performed as expected or not implemented:**

- Corridor Projects program: As of this time, the revised Corridor Projects program has not materialized as expected. While we still feel the concept is valid, due to budget restraints and other projects deemed a greater priority, the planning and implementation of the corridors has yet to materialize as expected.

- There were four STEP grants initiated with the specific intent to support ENDUI Task Force and Corridor Projects activities within their given jurisdictions *as requested* (Fairview PD, Blanchard PD, Canadian County SO and Tuttle PD). Due to the absence of either of these types of projects being conducted in their area, or due to lack of participation on the agency's part, three of these were either discontinued or moved to an overtime PTS project in the latter part of the year.
- The ABATE statewide motorcycle education program has been slow in getting off the ground due to a number of reasons, but we feel there is still merit in the program and will work more closely with them to work on improving the program.
- The project to fund a full-time Project Deputy in Lincoln County experienced some personnel problems and was discontinued in January of 2017. Lincoln County is still has a Problem ID related to safety and the 2018 plan will revise this back to an overtime enforcement project.
- Due to several budget constraints within Oklahoma, several agencies have not performed anticipated due to personnel shortages.
- The 2M2L project with the Oklahoma Department of Mental Health and Substance Abuse Services was revised this year as far as Problem ID development and reporting, which has caused a slow down in the program's implementation and activity. We will continue to partner with ODMHSAS, but hope to have more success in timely program implementation in FY2018.
- Completion of the *PARIS.web* electronic crash reporting and integration program is currently behind schedule due to modifications necessitated by the requirement to develop the Impaired Driver Database November 1, 2016. The integration of the database, web-based DUI reporting system and the *PARIS.web* electronic crash and citation reporting system will require new integration and development strategies.

**FY2017 Performance Report - Results**

<b>Performance Measure Type</b>	<b>PM ID</b>	<b>Performance Measure</b>	<b>2017 Target</b>	<b>2017 Result*</b>	<b>2017 Target Met**</b>	<b>2018 Target</b>
Core Outcome Measures	C-1	Fatalities	645	224	●	691
	C-2	Serious Injuries	14,784	4,672	●	14,083
	C-3	Fatalities per 100 MVMT	1.36	1.04	●	1.36
	C-3a	Fatalities per 100 MVMT – Urban	0.80	-	⊗	0.81
	C-3b	Fatalities per 100 MVMT – Rural	2.11	-	⊗	2.07
	C-4	Unrestrained passenger vehicle occupant fatalities	235	103	○	224
	C-5	Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher)	178	44	●	151
	C-6	Speeding-related fatalities	170	41	●	153
	C-7	Motorcycle fatalities	88	28	●	77
	C-8	Unhelmeted motorcycle fatalities	74	14	●	63
	C-9	Young drivers (20 or under) involved in fatal crashes	65	27	○	68
	C-10	Pedestrian fatalities	57	25	○	62
	C-11	Bicyclist fatalities	6	3	○	6
Core Behavior Measure	B-1	Observed seat belt use	85.3%	-	⊗	85.0%

\*Latest preliminary data available, project year incomplete.

\*\* Result indicated based on extrapolation of latest available preliminary data.

Key: ○ = Did Not Meet Target; ● = Met or Exceeded Target; and ⊗ = Data not available for comparison.

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**PROGRAM AREA STRATEGIES**  
**AND PROJECTS**

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## PLANNING AND ADMINISTRATION

OHSO carefully monitors all projects to ensure the appropriate use of restricted funds (Sections 402 and 405 as well as State funds). In order to address the State’s needs *as identified in the Problem Identification process (see page 12)*, some projects will be provided funding from more than one source in order to supplement their enforcement efforts in support of statewide goals. During the grant selection process, the project’s primary program area and funding source will be identified and the project will be listed in the HSP as such. For example, a project identified as primarily a 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 carefully tracked and billed to the appropriate funding source.

### Program Management Salaries by Program Area

The chart below summarizes the funded salaries for Program Management by Program Area at OHSO. Program area assignments may vary as the fiscal year progresses.

*Listed percentages subject to change after contract negotiations and final project assignments. GTS will be amended accordingly at such time.*

	P&A State	P&A Federal	AL	MC	OP	PT	TR
Director – Paul Harris	60%	40%					
Chief of Resources - Beverly Baker	60%	40%					
Chief of Plans & Programs – Jay Wall			39%	6%	18%	31%	6%
Vacant Position - TBD			39%	6%	18%	31%	6%
Accountant – Elizabeth George	60%	40%					
Administrative Assistant – Alisha Perry		100%					
Program Mgr 1 (Communication Manager) - Katie Mueller			55%	8%	20%	17%	
Program Manager 2 – Sam Harcrow			20%		56%	24%	
Program Manager 3 – Justin HySmith			34%	30%		36%	
Program Manager 4 – Don Longfellow			57%			43%	
Program Manager 5 – Stephanie Dodd			11%	9%	49%	31%	
Program Manager 6 – Jaclynn Frace						100%	
Data Analyst – Amy Graham							100%

### Strategies

- Develop and submit key planning documents and a comprehensive annual report.
- Develop and submit proposed highway safety-related state legislation as appropriate.
- Notify partners of proposed highway-safety related legislation.
- Brief agencies, organizations and the public on OHSO functions.
- Initiate new, and improve existing, partnerships.
- Conduct internal review of key OHSO documents.
- Evaluate programs for the purpose of measuring effectiveness and identifying areas for improvement.
- Systematically review and update Policy and Procedures instructions.
- Evaluate customer satisfaction through the use of customer surveys.

- Ensure appropriate training is conducted for appropriate staff in management and oversight of Federal funds.

### P&A Program Funding

**Project Title:** Planning and Administration

**Agency:** OHSO

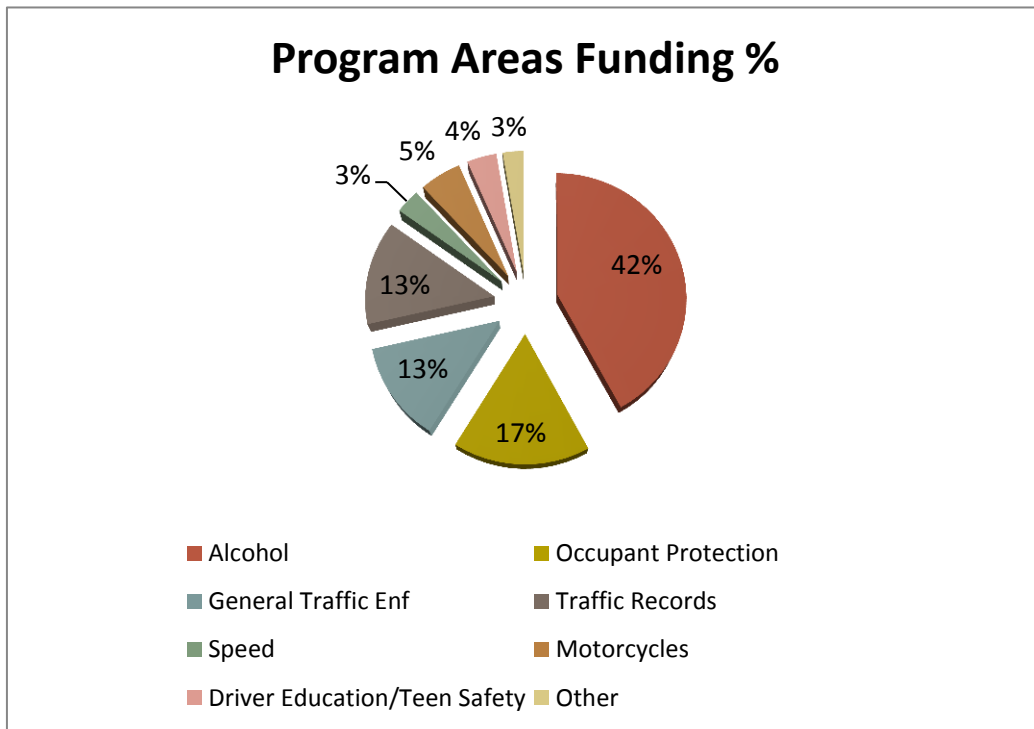
**Project No:** PA-18-07-01-00      **Funding Source:** 402      **Amount:** \$240,911.00

**Primary Project Type:** Planning and Administration      **Total Budget:** \$240,911.00

**Description:** Costs to 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 chart on page 55 (expressed as a percentage of federal funding used for each full time position).

### Budget Summary

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
PA- 18- 07- 01- 00	Planning & Administration	240,911.00	Section 402		
PA- 18- 07- 01- 00	State Match	240,911.00	State of Oklahoma		
<b>402 Total</b>		<b>240,911.00</b>			
<b>State Funds Total</b>		<b>240,911.00</b>			
<b>Total All Funds</b>		<b>481,822.00</b>			





## Evidence-based strategies

Projects selected for inclusion in the Oklahoma Highway Safety plan must identify the evidence-based strategies which will be utilized to achieve the stated project goal(s). The following list of evidence-based strategies have been identified as potential strategies which should be utilized to the greatest extent possible by sub-recipients as applicable to their specific program area.

### Alcohol/Drug Impaired Driving:

- Administrative License Revocation or Suspension (CTW<sup>18</sup> 1.1.1., page 1-12)
- Open Containers (CTW 1.1.2, page 1-14)
- High-BAC Sanctions (CTW 1.1.3, page 1-15)
- BAC Test Refusal Penalties (CTW 1.1.4, page 1-17)
- Alcohol-Impaired Driving Law Review (CTW 1.1.5, page 1-19)
- Publicized Sobriety Checkpoints (CTW 1.2.1, page 1-21; *Publicized Sobriety Checkpoint Programs-A Community Guide*-from the Community Guide Branch, Epidemiology and Analysis Program Office, Office of Surveillance, Epidemiology, and Laboratory Services (Pitan, Qu, Chattopadhyay, Elder), 2010; Challenging College Alcohol Abuse (SAMHSA National Registry of Evidence-based Programs and Practices, 2007)
- High Visibility Saturation Patrols (CTW 1.2.2, page 1-24)
- Preliminary Breath Test Devices (CTW 1.2.3, page 1-25)
- Passive Alcohol Sensors (CTW 1.2.4, page 1-26)
- Integrated Enforcement (CTW 1.2.5, page 1-27)
- DWI Courts – use of TSRP and JOL (CTW 1.3.1, page 1-29)
- Sanctions (CTW 1.3.4, page 1-34)
- Alcohol Problem Assessment and Treatment (CTW 1.4.1, page 1-36)
- Alcohol Ignition Interlocks (CTW 1.4.2, page 1-38)
- DUI Offender Monitoring (CTW 1.4.4, page 1-43)
- Alcohol Screening and Brief Interventions (CTW 1.5.1, page 1-47)
- Mass Media Campaigns (CTW 1.5.2, page 1-49; CDC<sup>19</sup> Guide to Community Preventive Services, 2010)
- Responsible Beverage Service (CTW 1.5.3, page 1-51)
- Designated Drivers (CTW 1.5.5, page 1-54)
- Minimum Legal Drinking Age 21 Laws (CTW 1.6.1, page 1-57)
- Zero-Tolerance Law Enforcement (CTW 1.6.2, page 1-59)
- Alcohol Vendor Compliance Checks (CTW 1.6.3, page 1-61)
- Other Minimum Legal Drinking Age Law Enforcement (CTW 1.6.4, page 1-62)
- Youth Directed Programs (CTW 1.6.5, page 1-59)
- Enforcement of Drug-Impaired Driving (CTW 1.7.1, page 1-69)
- Drug-Impaired Driving Laws (CTW 1.7.2, page 1-71)
- Education regarding medication (CTW 1.7.3, page 1-73)
- Training and education for law enforcement, prosecutors, judges, and probation officers (Hedlund & McCartt, 2002; Robertson & Simpson, 2003)

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<sup>18</sup> CTW Countermeasures That Work, Eighth Edition, 2015

<sup>19</sup> CDC Centers for Disease Control and Prevention

- Adequate resources for staff, facilities, training, equipment, and new technology (Hedlund & McCartt, 2002; Robertson & Simpson, 2003)

#### Seat Belts and Child Restraints:

- State Primary Enforcement Seat Belt Use Laws (CTW 2.1.1, page 2-10)
- Short-term High-Visibility Enforcement (CTW 2.2.1, page 2-15)
- Combined Seat Belt and Alcohol Enforcement, Nighttime (CTW 2.2.2, page 1-17)
- Sustained Enforcement (CTW 2.2.3, page 2-19)
- Communications and Outreach (CTW 2.3.1, page 2-20)
- Communications and Outreach Strategies for Low-Belt-Use Groups (CTW 2.3.3, page 2-21)
- Strengthening Child Occupant Protection Laws (CTW, 2.4.1, page 2-24)
- Short-Term High-Visibility Child Restraint/Booster Law Enforcement (CTW 2.5.1, page 2-26)
- Communications & Outreach Strategies for Child Restraint and Booster Seat Use (CTW 2.6.2, page 2-30)
- School Programs (CTW 2.7.1, 2-32)
- Inspection Stations (CTW 2.7.2, page 2-31)

#### Speeding and Speed Management:

- Speed Limits (CTW 3.1.1, page 3-16)
- Aggressive Driving and Other Laws (CTW 3.1.2, page 3-18)
- High-Visibility Enforcement (CTW 3.2.2, page 3-24)
- Other Enforcement Methods (CTW 3.2.3, page 3-28)
- Penalty Types and Levels (CTW 3.3.1, page 3-32)
- Communications and Outreach Supporting Enforcement (CTW 3.4.1, page 3-38)

#### Distracted Driving:

- Employer Programs (CTW 3.3.1, page 4-21)
- Graduated Driver Licensing Requirements for Beginning Drivers (CTW 4.1.1, page 4-9)
- Cell Phone and Text Messaging Laws (CTW 4.1.2, page 4-11)
- Communications and Outreach on Distracted Driving (CTW 4.2.2, page 4-20)

#### Motorcycle Safety:

- Alcohol-Impaired Motorcyclists: Communication & Outreach (CTW 5.2.2, page 5-15)
- Motorcycle Rider Licensing (CTW 5.3.1, page 5-18)
- Motorcycle Rider Training (CTW 5.3.2, PAGE 5-21)
- Communications and Outreach: Conspicuity and Protective Clothing (CTW 5.4.1, page 5-23)
- Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW 5.4.2, page 5-25)

#### Young Drivers:

- Peer Education: Promoting Healthy Behaviors publication (Advocates for Youth, Washington D.C.)
- Graduated Driver Licensing (CTW 6.1.1, page 6-8)
- GDL Learner's Permit Length, Supervised Hours (CTW 6.1.2, page 6-10)
- GDL Intermediate License Nighttime Restrictions (CTW 6.1.3, page 6-12)
- GDL Intermediate License Passenger Restrictions (CTW 6.1.4, page 6-13)

- GDL Cell Phone Restrictions (CTW 6.1.5, page 6-15)
- GDL Intermediate License Violation Penalties (CTW 6.1.7, page 6-18)
- Pre-Licensure Driver Education (CTW 6.2.1, page 6-19)

#### Older Drivers:

- Formal Courses for Older Drivers (CTW 7.1.1, page 7-9)
- General Communications and Education (CTW 7.1.2, page 7-11)
- Referring Older Drivers to Licensing Agencies (CTW 7.2.2, page 7-15)
- License Restrictions (CTW 7.2.3, page 7-18)
- Medical Advisory Boards (CTW 7.2.4, page 7-20)
- Law Enforcement Roles (CTW 7.3.1, page 7-25)

#### Bicycle/Pedestrian:

- Safe Routes to School (CTW 8.2.2, page 8-22)
- Impaired Pedestrians: Communications Outreach (CTW 8.3.1, page 8-27)
- Pedestrian Safety Zones (CTW 8.4.1, page 8-30)
- Targeted Enforcement (CTW 8.4.5, page 8-36)

#### Railroad Crossing Safety

- Improve driving training and licensing relative to safe practices (AASHTO Strategic Highway Safety Plan, Part 4: Highways)

## ALCOHOL/IMPAIRED DRIVING

Impaired driving is a major concern not only in Oklahoma but across the nation, resulting in thousands of lives each year lost needlessly and life-changing injuries received. In 2015, 188 persons were killed and 2,229 persons injured in alcohol-related crashes in Oklahoma. Of those 188 fatalities, 134 were drivers, 48 were passengers, five were pedestrians and one was a bicyclist. In 2015, there were 3,527 drivers with an alcohol-related driver condition involved in crashes. Drivers age 21-29 accounted for almost one-third of all those crashes (30.9%), followed by drivers age 30-39 at 25.5%. Of the 182 vehicle occupant fatalities in alcohol-related crashes, 59.3% were occupants of passenger vehicles, 24.7% were occupants of pickup trucks, 12.6% were motorcyclists, 2.2% were ATV/motor scooter riders, less than one percent were occupants of large trucks and less than one percent were of occupants of other types of vehicles. 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. This project will involve a comprehensive program of high-visibility enforcement, training and education, impaired driving project will involve a number of projects and programs as listed below.

The Governor's Impaired Driving Prevention Advisory Council, created in 2013, was renewed for an additional two years when Gov. Mary Fallin signed Executive Order 2015-14 on March 13, 2015. The Governor added one additional appointee to the Council, thereby increasing the total number of appointees to 11. The purpose of the Council remains the same: to reduce the incidence of impaired driving and associated traffic crashes in the state of Oklahoma.

The Council developed 37 recommendations which the GIDPAC members believe will improve the State's impaired driving system, resulting in a reduction in fatalities and serious injuries caused by individuals who choose to drive under the influence of alcohol and/or drugs. Many of those action items have been implemented by state agencies, using their current resources and authority, while others will require further evaluation and possibly legislative action to properly implement.

The OHSO will utilize six Law Enforcement Impaired Driving Liaisons to coordinate regional impaired driving prevention efforts statewide. Previously designated as Law Enforcement Liaisons (LELs), these positions will be responsible for organizing and conducting impaired driving area-wide directed enforcement activities, as well as assisting in other statewide efforts such as "Click It or Ticket".

### Strategies

#### ***Evidence-based Enforcement***

Oklahoma will provide sustained enforcement of impaired driving laws by funding and supporting State and local law enforcement programs. Oklahoma will market, coordinate and support multi-jurisdictional impaired driving enforcement programs, including but not limited to:

- Open Containers (*CTW 1.1.2, page 1-14*)
- Publicized Sobriety Checkpoints (*CTW 1.2.1, page 1-21; Publicized Sobriety Checkpoint Programs-A Community Guide-from the Community Guide Branch, Epidemiology and Analysis Program Office, Office of Surveillance, Epidemiology, and Laboratory Services (Pitan, Qu, Chattopadhyay, Elder), 2010; Challenging College Alcohol Abuse (SAMHSA National Registry of Evidence-based Programs and Practices, 2007)*)

- High Visibility Saturation Patrols (CTW 1.2.2, page 1-24)
- Preliminary Breath Test Devices (CTW 1.2.3, page 1-25)
- Passive Alcohol Sensors (CTW 1.2.4, page 1-26)
- Integrated Enforcement (CTW 1.2.5, page 1-27)
 

Utilizing checkpoints, saturation patrols, seat belt enforcement, speed enforcement zones and safety corridors, Oklahoma will support creation of regional multi-agency impaired driving enforcement teams to further bolster impaired driving enforcement efforts across the state. These teams will be supervised by the OHP Statewide Impaired Driving/Occupant Protection Coordinator and coordinated locally by the OHP Impaired Driving Liaisons assigned to OHSO.
- Zero-Tolerance Law Enforcement (CTW 1.6.2, page 1-59)
- Enforcement of Drug-Impaired Driving (CTW 1.7.1, page 1-69)
- Use of Publicized Sobriety Checkpoint Programs (CTW 1.2.1, page 1-21; *Publicized Sobriety Checkpoint Programs-A Community Guide-from the Community Guide Branch, Epidemiology and Analysis Program Office, Office of Surveillance, Epidemiology, and Laboratory Services (Pitan, Qu, Chattopadhyay, Elder), 2010; Challenging College Alcohol Abuse (SAMHSA National Registry of Evidence-based Programs and Practices, 2007)*

Sobriety checkpoints have been found to be an effective way of deterring impaired driving. A training presentation has previously been developed by the Oklahoma District Attorneys Council in cooperation with the Oklahoma County Sheriff's Office to assist agencies in conducting lawful and effective sobriety checkpoints.
- High Visibility Saturation Patrols (CTW 1.2.2, page 1-24)
- Other Minimum Legal Drinking Age Law Enforcement (CTW 1.6.4, page 1-62)
- Alcohol Vendor Compliance Checks (CTW 1.6.3, page 1-61)

### **Prosecution and Adjudication**

- Administrative License Revocation or Suspension (CTW 1.1.1., page 1-12)
- High-BAC Sanctions (CTW 1.1.3, page 1-15)
- BAC Test Refusal Penalties (CTW 1.1.4, page 1-17)
- Alcohol-Impaired Driving Law Review (CTW 1.1.5, page 1-19)
- DWI Courts – use of TSRP and JOL (CTW 1.3.1, page 1-29)
- Sanctions (CTW 1.3.4, page 1-34)
- Alcohol Problem Assessment and Treatment (CTW 1.4.1, page 1-36)
- Alcohol Ignition Interlocks (CTW 1.4.2, page 1-38)
- DUI Offender Monitoring (CTW 1.4.4, page 1-43)
- Alcohol Screening and Brief Interventions (CTW 1.5.1, page 1-47)
- Minimum Legal Drinking Age 21 Laws (CTW 1.6.1, page 1-57)
- Youth Directed Programs (CTW 1.6.5, page 1-59)
- Drug-Impaired Driving Laws (CTW 1.7.2, page 1-71)

### **Training, Technology and Testing**

- Training and education for law enforcement, prosecutors, judges, and probation officers (Hedlund & McCartt, 2002; Robertson & Simpson, 2003)
 

Oklahoma will support law enforcement training efforts through a grant with the Board of Tests for Alcohol & Drug Influence. A Impaired Driving Training Coordinator will be employed to

coordinate a statewide impaired driving investigator training program. Included in the training program are topics such as: Drugs That Impair (DTI), Standardized Field Sobriety Test (SFST), SFST Refresher, Advanced Roadside Impaired Driving Education (ARIDE) and Drug Recognition Education (DRE) training efforts statewide.

- Adequate resources for staff, facilities, training, equipment, and new technology (Hedlund & McCartt, 2002; Robertson & Simpson, 2003)

Continue to support the use of technology in impaired driving enforcement efforts through the use and implementation of Intoxilyzers, Portable Breath Testing (PBT) devices and Passive Alcohol Sensing (PAS) devices.

Continue to utilize the four mobile Impaired Driving Command Centers equipped as necessary to set up sobriety checkpoints and saturation patrols anywhere within the State with on-site BAC testing facilities.

Continue to support the efforts of the Oklahoma State Bureau of Investigation to conduct timely blood analysis for ethanol and non-ethanol impaired driving cases.

### ***Education and Awareness***

- Alcohol Screening and Brief Interventions (CTW 1.5.1, page 1-47)
- Mass Media Campaigns (CTW 1.5.2, page 1-49; CDC Guide to Community Preventive Services, 2010)
- Responsible Beverage Service (CTW 1.5.3, page 1-51)
- Designated Drivers (CTW 1.5.5, page 1-54)
- Conduct statewide attitude surveys in order to gauge awareness of impaired driving issues.
- Promote and provide education to Oklahoma employers through the *Our Driving Concern* program developed by the National Safety Council.
- Promote awareness through the OHSO and ENDUI webpages dedicated to impaired driving information and initiatives.

### ***Governor's Impaired Driving Prevention Advisory Council (GIDPAC) Task Force***

Pursuant to Executive Order 2013-03, the Governor's Impaired Driving Prevention Advisory Council (GIDPAC) was created in the spring of 2013, staffed and various working groups created to begin the process of "developing, implementing and overseeing a plan for addressing identified gaps in the State's impaired driving system." This task force will continue its work to more clearly identify, address and coordinate the State's impaired driving prevention efforts. This council is comprised of members representing various disciplines, including law enforcement, highway safety, treatment and adjudication, and is charged with making recommendations to further combat the impaired driving problem in Oklahoma. The state will continue to use the Statewide Impaired Driving Plan dated September 1, 2015 and approved on September 7, 2015. (See Attachment 4)

## **Governor's Impaired Driving Prevention Advisory Council Appointees (GIDPAC)**

**Director Paul Harris, Chair**  
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### ***ENDUI Alcohol/Impaired Driving Statewide Education and Enforcement Campaign***

In 2014, the Oklahoma Highway Safety Office rolled out a new and innovative statewide campaign to address the impaired driving issue – *ENDUI Oklahoma*. This was a multifaceted program which included educational materials and a variety of resources available through a new website (enduiok.com), the designation of six OHP Troopers as Impaired Driving Liaisons (IDL) to promote and coordinate DUI Task Forces statewide, and a emphasis to support this activities through the grant proposal process.

### ***Participation in National Mobilizations***

The Oklahoma Highway Safety Office actively supports NHTSA’s national “Click It or Ticket” and “Drive Sober or Get Pulled Over” mobilizations. 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. Agency participation in this event is accomplished in a variety of ways.

- Each subrecipient law enforcement agency is required as a condition of their grant agreement to, as an agency and not specific to only grant funded activity, participate in and report enforcement/PI&E activities for the “Click It or Ticket” and “Drive Sober or Get Pulled Over” mobilizations, including submission of pre-mobilization and post-mobilization reports. This is not limited to use of grant funds, as some grant funds cannot be used for all purposes.
- Law enforcement agencies that are not subrecipients are contacted prior to each 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<sup>20</sup>. The contractor is required to report on the number of impressions achieved in each advertising venue.

### ***Assessment of Overall Traffic Safety Impacts of Impaired Driving Strategies***

Strategies proposed for the Impaired Driving program area are largely based upon the recommendations made through the Governors Impaired Driving Prevention Advisory Council and are intended to result in a positive reduction in the number and severity of alcohol/drug related crashes. The selected projects will impact all seventy-seven counties in the state and provide a comprehensive program including enforcement, treatment, education, judicial training, and improved chemical testing. The selected strategies are evidence-based and have been proven to have a positive effect on impaired driving prevention to achieve the target of reducing the number of fatalities and injuries related to alcohol and drug-related motor vehicle crashes.

### ***Program Area Management***

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

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<sup>20</sup> For the FY2018 impaired driving mobilizations, the ENDUI tagline will be used.



## Countermeasure Projects

### *Statewide Impaired Driving/Alcohol Enforcement*

**Project Title:** OHP Statewide High-visibility Impaired Driving Enforcement  
**Agency:** Oklahoma Highway Patrol  
**Project No:** F5HVE-18-03-01-12      **Funding Source:** 405(d)      **Amount:** \$650,000.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$650,000.00

**Description:** Under the direction of a OHSO funded full-time OHP Statewide Impaired Driving & Occupant Protection Coordinator, the Oklahoma Highway Patrol will use experienced Troopers to conduct a statewide overtime impaired driving traffic enforcement project. Troopers will be assigned to work overtime shifts to enforce alcohol and drug-related traffic laws at high-risk locations in all 77 counties on a regular basis. In addition to the National “Drive Sober or Get Pulled Over” crackdowns during Labor Day and the month of December, Troopers will participate in interagency “ENDUI Impaired Driving Enforcement Teams”, conducting regional impaired driving enforcement in cooperation with local, county, tribal and university law enforcement.

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**Project Title:** OHP Regional Impaired Driving Liaisons (IDL)  
**Agency:** Oklahoma Highway Patrol  
**Project No:** AL-18-05-01-11      **Funding Source:** 402      **Amount:** \$820,170.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$820,170.00

**Description:** The project will fund a full-time OHP Statewide Impaired Driving & Occupant Protection Coordinator and six (6) full-time Impaired Driving Liaisons (IDLs) with the Oklahoma Highway Patrol to implement and conduct activities *focusing primarily on impaired driving* enforcement in support of national and state highway safety goals to reduce motor vehicle collisions and to provide assistance to local law enforcement agencies with regard to impaired driving enforcement, including the two national impaired driving mobilizations. Coordination of regional multi-jurisdiction events will occur on a regular basis, 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. As a secondary objective, the IDLs will conduct visits with local law enforcement agencies in support of National Highway Safety initiatives, including the “Click-It or Ticket” mobilization, or other identified traffic safety initiatives, and will assist in pre and post-mobilization activity reporting.

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**Project Title:** Oklahoma County Impaired Driving Enforcement and Safety Education  
**Agency:** Oklahoma County Sheriff’s Office  
**Project No:** PT-18-03-17-11      **Funding Source:** 402      **Amount:** \$403,000.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$403,000.00

**Description:** While this project is identified as primarily impaired driving enforcement, there are four major components to this law enforcement project: Impaired Driving, Occupant Protection, general traffic enforcement and Traffic Safety Education. As the primary objective is impaired driving enforcement, Oklahoma County deputies will dedicate approximately 33% of the overtime funding provided to conduct countywide enforcement activities in order to decrease the rate of alcohol involvement in crashes. In addition, approximately 33% of the overtime hours will be devoted to OP

enforcement focusing on seat belt and child restraint violations and 33% of the overtime hours to carry out general traffic enforcement activities, including speeding, aggressive driving and other traffic safety violations. *At least 10% of the OP overtime enforcement hours are to be dedicated to nighttime activities.* A full-time grant-funded Deputy will conduct educational programs, not only within Oklahoma County but also at other venues statewide, including transport, care and use of the SIDNE vehicle, the Rollover Simulator, and the Distracted/Impaired Driving Simulator. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference.

*Note: These funds are listed in the "Budget Summary: PTS" table on page 108*

**Project Title:** ODMHSAS 2M2L Task Force Project  
**Agency:** Oklahoma Department of Mental Health Substance Abuse Services  
**Project No:** F5OT-18-05-01-05      **Funding Source:** 405(d)      **Amount:** \$197,212.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$.00

**Description:** The 2M2L (Too Much To Lose) Task Force project will leverage local alcohol prevention plans that are under development by the ODMHSAS Regional Prevention Coordinator (RPCs) and their partner community coalitions by providing resources for alcohol compliance enforcement efforts. This grant will fund a ODMHSAS 2M2L Program Manager at 90% FTE and overtime enforcement by contracted law enforcement officers. The ODMHSAS Program Manager will devote his/her time toward management and oversight of the 2M2L project to promote, coordinate and monitor targeted alcohol compliance enforcement by selected 2M2L Task Force agencies in support of the NHTSA goal to target violations which contribute to alcohol-related motor vehicle crashes. In addition to project oversight, the Prevention Program Manager will be responsible for maintenance, collection, and compilation of all documentation related to project activities and for submitting monthly progress reports to OHSO.

### *Law Enforcement Training Projects*

**Project Title:** Law Enforcement Impaired Driving Training Coordinator  
**Agency:** Board of Tests for Alcohol and Drug Influence  
**Project No:** F5TR-18-05-01-05      **Funding Source:** 405(d)      **Amount:** \$119,000.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$119,000.00

**Description:** This project will fund a full-time training coordinator with the Board of Tests for Alcohol and Drug Influence to facilitate and coordinate impaired driving related training courses throughout the State, including but not limited to: SFST, DTI, DRE, ARIDE and Breath Test Operator courses. These efforts will enhance impaired driving enforcement initiatives.

**Project Title:** Drug Recognition Expert (DRE) Training  
**Agency:** Norman Police Department  
**Project No:** AL-18-0201-18      **Funding Source:** 402      **Amount:** \$54,000.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$54,000.00

**Description:** The Norman Police Department will conduct two Drug Recognition Expert (DRE) schools in accordance with published federal guidelines and curriculum, which consists of nine days classroom instruction, hands-on drug evaluation training, and a final exam. Students will be from a variety of different law enforcement agencies from across the state of Oklahoma. The Project Director will coordinate the class with OHSO and the Board of Tests of Alcohol and Drug Influence. Each student successfully completing the course will be granted DRE certification. The Project Director will encourage current and new DREs to utilize their skills in impaired driving arrests across the state, increasing the number of evaluations conducted each year. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other OHSO approved traffic safety related conference.

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*Prosecution and Adjudication*

**Project Title:** Traffic Safety Resource Prosecutor  
**Agency:** District Attorneys Council  
**Project No:** F5TR-18-02-01-15      **Funding Source:** 405(d)      **Amount:** \$175,700.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$175,700.00

**Description:** The project will fund 90% of the full-time salary and benefits for a Traffic Safety Resource Prosecutor (TSRP) to provide continuing professional education for District Attorneys and Assistant District Attorneys. The purpose of the education will be to improve their ability to effectively prosecute complex traffic safety cases such as vehicular homicide, felony drug and alcohol-impaired driving and others. The TSRP will provide resource documents, conduct seminars and provide technical legal assistance to Oklahoma prosecutors, law enforcement and traffic safety partners with regard to impaired driving.

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**Project Title:** State Judicial Educator/Judicial Outreach Liaison  
**Agency:** East Central University  
**Project No:** F5CS-18-02-01-07      **Funding Source:** 405(d)      **Amount:** \$106,100.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$106,100.00

**Description:** 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.

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**Project Title:** Impaired Driving Testing Program  
**Agency:** Oklahoma State Bureau of Investigation  
**Project No:** F5BAC-18-05-01-10      **Funding Source:** 405(d)      **Amount:** \$212,370.00  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$212,370.00

**Description:** This project will fund two full-time technician/chemist positions to operate the GC/MSD (gas chromatograph/mass selective detector) analysis device and the LC/MS/MS (liquid chromatography/tandem mass spectrometry). These positions will devote 100% of their time to the alcohol/drug analysis of blood samples submitted to the OSBI laboratory for the prosecution of impaired driving cases. The goal of this project is to eliminate the backlog and complete case analysis in a timely manner (30 days) and provide reports as quickly as possible to avoid delays in the prosecution of DUI/DUID cases.

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### *Education and Awareness*

**Project Title:** ODMHSAS AlcoholEdu Project

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

**Project No:** AL-18-02-02-05      **Funding Source:** 402      **Amount:** \$122,000.00

**Primary Project Type:** Impaired Driving      **Total Budget:** \$122,000.00

**Description:** AlcoholEdu is an online course designed to allow students to travel virtually through a community to better understand the risks around drinking alcohol and apply their learning in the areas of blood alcohol concentration (BAC), standard drink definition, alcohol's effects on the mind/body, protective strategies, and bystander intervention. The proposed project will utilize funds to increase the number of high schools participating in AlcoholEdu 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 Prevention Program Manager that will devote 25% of their time to project activities. The Prevention Program Manager will be responsible for face-to-face promotion of the program and provide technical assistance to the state's largest, high impact schools.

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**Project Title:** ODMHSAS Alcohol Use Survey

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

**Project No:** F5OT-18-06-01-05      **Funding Source:** 405(d)      **Amount:** \$88,200.00

**Primary Project Type:** Impaired Driving      **Total Budget:** \$88,200.00

**Description:** The Oklahoma Department of Mental Health will contract with the University of Oklahoma to conduct a biennial alcohol purchase survey to provide comparison data for future activities to prevent alcohol sales to minors and over-service by establishments.

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**Project Title:** Alcohol/Impaired Driving PI&E

**Agency:** OHSO

**Project No:** AL-18-04-01-00      **Funding Source:** 402      **Amount:** \$8,000.00

**Primary Project Type:** Impaired Driving      **Total Budget:** \$8,000.00

**Description:** The OHSO will use this funding to promote various activities, including development and printing of impaired driving-related brochures, literature, and videos.

### *Community Impaired Driving Enforcement Projects*

**Selected agencies will be provided funding to conduct overtime enforcement projects primarily targeting impaired driving violations. Funding may also be directed toward secondary objectives as**

*described in the grant agreement to address other identified problem areas. These projects will use evidence-based strategies as indicated in the project description, including: High-visibility Enforcement, saturation patrols, publicized sobriety checkpoints, PI&E in support of HVE efforts, and Integrated Enforcement. (See Budget Summary for list of projects.)*

### Program Area Management

**Project No:** AL-18-07-01-00      **Funding Source:** 402      **Amount:** \$221,169.39  
**Primary Project Type:** Impaired Driving      **Total Budget:** \$221,169.39

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to alcohol/impaired driving, including Program Manager salaries, benefits, operating costs, travel, etc..

### Budget Summary: Alcohol

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
AL- 18- 04- 01- 00	AL PI&E	8,000.00	Section 402		
F5TR- 18- 05- 01- 05	Board of Tests-00059	119,000.00	Section 405d		
F5TR- 18- 02- 01- 15	DAC*-00063	175,700.00	Section 405d		
AL- 18- 03- 01- 03	Del City PD-00050	21,800.00	Section 402		
AL- 18- 05- 01- 11	DPS - IDLs -	821,420.00	Section 402	74,560.91	
F5HVE- 18- 03- 01- 12	DPS-00075	650,000.00	Section 405d	59,090.00	
AL- 18- 02- 03- 07	ECU-00001	940.00	Section 402		
F5CS- 18- 02- 01- 07	ECU-00001	106,100.00	Section 405d	22,330.00	
AL- 18- 03- 02- 01	Hugo PD-00014	16,300.00	Section 402		
AL- 18- 03- 03- 15	Lawton PD-00064	90,650.00	Section 402		
AL- 18- 03- 04- 01	McIntosh County SO-00116	16,300.00	Section 402		
AL- 18- 03- 05- 15	Midwest City PD-00006	44,630.00	Section 402		
AL- 18- 02- 01- 18	Norman DRE -00057	54,000.00	Section 402		
F5OT- 18- 05- 01- 05	ODMHSAS-00083	83,636.00	Section 405d	16,886.00	
F5OT- 18- 03- 01- 02	ODMHSAS-00083 Task Force	113,576.00	Section 405d		
AL- 18- 02- 02- 05	ODMHSAS-00084	122,000.00	Section 402	13,650.00	
F5OT- 18- 06- 01- 05	ODMHSAS-00103	88,200.00	Section 405d	9,870.00	
AL- 18- 03- 06- 14	Oklahoma City PD-00082	103,590.00	Section 402		
F5BAC- 18- 05- 01- 10	OSBI-00097	212,370.00	Section 405d		
AL- 18- 03- 07- 13	Owasso PD-00049	50,650.00	Section 402		
AL- 18- 07- 01- 00	Program Area Management	221,169.39	Section 402		
AL- 18- 03- 08- 15	Sand Springs PD-00089	45,610.00	Section 402		
AL- 18- 03- 09- 02	Seminole PD-00094	13,000.00	Section 402		
AL- 18- 03- 10- 11	Tulsa County SO-00119	109,075.00	Section 402		
PT- 18- 07- 02- 00	State Match	234,783.60	State of Oklahoma		
MC- 18- 07- 02- 00	State Match	200,000.00	State of Oklahoma		
F5HVE- 18- 07- 02- 00	State Match	387,145.50	State of Oklahoma		
<b>402 Total</b>		<b>1,739,134.39</b>			
<b>405d Total</b>		<b>1,548,582.00</b>			
<b>State Funds Total</b>		<b>821,929.10</b>			
<b>Total All Funds</b>		<b>4,109,645.49</b>			
<b>405d MOE</b>		<b>13,680,508.83</b>			

## **BICYCLIST AND PEDESTRIAN SAFETY**

In 2015, there were 6 bicyclists and 68 pedestrians killed in collisions with motor vehicles. The increasing number of pedestrian fatalities is a concern and efforts are continuing to develop programs and projects to address this problem. The largest percentage of these fatalities occur within the greater metropolitan areas of Oklahoma City and Tulsa. Last year Oklahoma City began participation in the Mayor's Challenge, a pedestrian safety effort in which the City of Oklahoma City instituted and continues to support the "Watch For Me" pedestrian safety program. The City of Tulsa, in cooperation with their local metropolitan planning organization, Indian Nations Council of Governments (INCOG), has been working the last several years on identifying those areas within Tulsa having the greatest pedestrian safety problems and developing engineering, educational and behavioral solutions to address these needs.

A number of cities in Oklahoma have already implemented bicyclist passing laws, with most requiring a three-foot distance be maintained when passing a bicyclist and allowing the bicyclist to use the full lane. There is no official safety program currently being funded out of the OHSO or ODOT. Safe Kids Oklahoma and the Oklahoma Bicycle Coalition host bike rodeos as part of their overall program to teach kids how to ride safely. Through the Transportation Alternatives Program, ODOT may award entities funding to implement infrastructure such as sidewalks, trails and lighting.

ODOT chairs the Statewide Bicycle and Pedestrian Advisory Committee. The members include state agencies and bicycle and pedestrian advocates, including the OHSO. The OHSO currently publishes a Bicycle Safety brochure, including edits recommended by the Oklahoma Bicycle Society.

### **Strategies**

#### ***Evidence Based Strategies Selection***

- Safe Routes to School (CTW 8.2.2, page 8-22)
- Impaired Pedestrians: Communications Outreach (CTW 8.3.1, page 8-27)
- Pedestrian Safety Zones (CTW 8.4.1, page 8-30)
- Targeted Enforcement (CTW 8.4.5, page 8-36)

Other strategies include:

- Promote the adoption of bicyclist passing laws
- Promote the establishment of Pedestrian Safety Zones
- Promote enhanced signage at crosswalks

#### ***Assessment of Overall Traffic Safety Impacts of Bicycle and Pedestrian Safety Strategies***

Strategies proposed for the Bicycle and Pedestrian Safety program are designed to address the area of greatest need identified at this time, which are the greater Oklahoma City and Tulsa Metropolitan areas. (See the description given on page 46.)

#### ***Program Area Management***

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this program area.

## Countermeasures Programs

**Project Title:** INCOG Bicycle and Pedestrian Safety Project  
**Agency:** Indian Nations Council of Governments (INCOG)  
**Project No:** PS-18-02-01-04      **Funding Source:** 402      **Amount:** \$53,700.00  
**Primary Project Type:** Bicycle/Pedestrian Safety      **Total Budget:** \$53,700.00

**Description:** The project will use all resources and evidence-based countermeasures available to promote public education and information efforts targeting bicyclists, pedestrians, and the motoring public. The Transportation Safety Coordinator will lead multiple interdisciplinary teams consisting of traffic and design engineers, first responders (police and fire personnel), communications personnel, and representatives of a local pedestrian and bicycle advisory group, in evaluating high crash prone areas and providing location specific recommendations regarding high crash locations in the Tulsa Metropolitan Area. The teams will aim to reduce all crashes, specifically intersection and mid-block crossing related crashes with a focus on pedestrian and bicycle crashes in coordination with various city departments. The teams will make specific recommendations for short term and long term implementation.

**Project Title:** SKO Bicyclist/Pedestrian Education Program  
**Agency:** Safe Kids Oklahoma, Inc.  
**Project No:** PS-18-02-02-20      **Funding Source:** 402      **Amount:** \$13,800.00  
**Primary Project Type:** Bicycle/Pedestrian Safety      **Total Budget:** \$13,800.00

**Description:** Safe Kids Oklahoma (SKO) will use qualified, experienced employees and community partners to implement pedestrian and bicyclist safety education through activities such as Walk this Way, Spot the Tot, Bike Rodeos and Bike/Walk to School Day. SKO will be responsible for overseeing not only the implementation of these projects, but also measuring outcomes by providing a pre and post-test to all community partners. These programs will be implemented at the community level in an effort to target children who walk or bike to school. "Walk this Way" and "Spot the Tot" are both programs developed and provided through Safe Kids Worldwide.

### Budget Summary: Bicycle/Pedestrian Safety

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
PS- 18- 02- 01- 04	INCOG-00003	54,460.00	Section 402	9,400.00	
PS- 18- 02- 02- 20	Safe Kids OK-00013	13,800.00	Section 402	1,254.55	
PT- 18- 07- 02- 00	State Match	17,065.00	State of Oklahoma		
<b>402 Total</b>		<b>68,260.00</b>			
<b>State Funds Total</b>		<b>17,065.00</b>			
<b>Total All Funds</b>		<b>85,325.00</b>			

## DRIVER EDUCATION

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. The complete problem identification and description of previous programs is described on page 44.

### Strategies

#### ***Evidence Based Strategies Selection***

- Employer Programs (*CTW 3.3.1, page 4-21*)
- Graduated Driver Licensing Requirements for Beginning Drivers (*CTW 4.1.1, page 4-9*)
- Cell Phone and Text Messaging Laws (*CTW 4.1.2, page 4-11*)
- Communications and Outreach on Distracted Driving (*CTW 4.2.2, page 4-20*)

#### ***Education and Training***

- Provide safe driving education to younger drivers through the “Alive at 25” program developed by the National Safety Council.
- Promote and provide safe driving education to Oklahoma employers through the *Our Driving Concern* program developed by the National Safety Council.
- Support a pilot project to increase awareness of the dangers of distracted driving to youth through high school sponsored programs and peer to peer mentoring.
- Promote safety education and awareness through the OHSO webpage dedicated to traffic safety information and initiatives.

#### ***Assessment of Overall Traffic Safety Impacts of Driver Education Strategies***

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 second year of a pilot program to curb distracted driving through school related groups and peer to peer mentoring. The National Safety Council’s *Our Driving Concern* is an employer program which seeks to partner with employers through the state to provide traffic safety education to workers, with emphasis on speed and aggressive driving, distracted driving, impaired driving (including drowsy driving) and occupant protection. The selected 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.

#### ***Program Area Management***

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this program area.



## Countermeasure Programs

**Project Title:** “Alive at 25” Program  
**Agency:** Oklahoma Safety Council  
**Project No:** DE-18-02-03-08      **Funding Source:** 402      **Amount:** \$20,000.00  
**Primary Project Type:** Driver Education      **Total Budget:** \$20,000.00

**Description:** “Alive at 25” is a course developed by the National Safety Council focusing on teenagers and young adults ages 15-24. It is designed to be an early intervention program to help prevent traffic violations, collisions and/or fatalities involving young drivers through education. This project will focus on training “Alive at 25” instructors and effectively presenting the program. “Alive at 25” is taught exclusively by trained police officers and certified driving instructors in Oklahoma in one four-hour session. Topics addressed include speeding, distracted driving, aggressive driving, seat belts, impaired driving and other life-or-death issues pertinent to younger drivers.

**Project Title:** Our Driving Concern – Employers Traffic Safety Program  
**Agency:** National Safety Council  
**Project No:** DE-18-02-02-02      **Funding Source:** 402      **Amount:** \$250,000.00  
**Primary Project Type:** Driver Education      **Total Budget:** \$250,000.00

**Description:** This project will Develop employer outreach materials to reach Oklahoma employers. All activities will be advised by an expert Advisory Group of maximum 25 people including traffic safety professionals, government representatives, and employer sectors including commercial motor vehicle and fleet, and various employee demographics. Outreach will include development and distribution of campaign materials to Oklahoma companies to introduce best practice traffic safety strategies and build commitment to prevention among business owners, senior/executive management, and safety and health human resource and public affairs professionals.

### Budget Summary: Driver Education

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
DE- 18- 02- 02- 02	National Safety Council-00108	250,000.00	Section 402	22,727.27	
DE- 18- 02- 03- 08	Oklahoma Safety Council-00091	20,000.00	Section 402		
PT- 18- 07- 02- 00	State Match	67,500.00	State of Oklahoma		
<b>402 Total</b>		<b>270,000.00</b>			
<b>State Funds Total</b>		<b>67,500.00</b>			
<b>Total All Funds</b>		<b>337,500.00</b>			

## MOTORCYCLE SAFETY

Motorcycle crashes with injury have been on the rise now for several years. Starting in 2009, motorcyclist fatalities showed a significant spike, believed to be the result of a growing number of older riders (age 45+). From 2010 to 2014, the 40-59 year old age group had the highest number of motorcyclist fatalities in Oklahoma with 173, or 43.3%<sup>21</sup> of the total motorcyclist fatalities. Somewhat surprisingly, the 18-39 year old age group was not far behind with 155 fatalities, or 38.8%. In 2015, the 46-55 year old age group again had the highest number of operators involved in KAB crashes (21.7%)<sup>15</sup>. Oklahoma does not have a mandatory helmet law for motorcycle riders age 18 and older. The number of motorcyclist fatalities tends to be rather erratic in nature, due to the large influence of weather conditions and gas prices on motorcycle use. The 5-year rolling average trend line shows a gradual decrease through 2020, but this is due in large part to a significant, albeit unexpected, decrease in both motorcyclist fatalities and unhelmeted motorcyclist fatalities which occurred in 2014. We are hopeful that this is an indicator of continued improvement in this area. The 5-year moving average does not currently support such continued improvement, but only time will tell if our increased efforts in this area will continue to yield positive results.

### Strategies

#### ***Evidence Based Strategies Selection***

- Alcohol-Impaired Motorcyclists: Communication & Outreach (CTW 5.2.2, page 5-15)
- Communications and Outreach: Conspicuity and Protective Clothing (CTW 5.4.1, page 5-23)
- Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW 5.4.2, page 5-25)
- Motorcycle Helmet Use Promotion Programs (CTW 5.1.2, page 5-10)
- Motorcycle Rider Licensing and Training (CTW 5.2.2, page 5-20)

#### ***Training and Education***

- Oklahoma will maintain and expand innovative motorcycle training programs statewide.
- Oklahoma will continue to increase the number of certified motorcycle safety instructors.
- Oklahoma will take steps to ensure consistent, quality instruction in motorcycle safety training courses.
- Oklahoma will work to increase the capacity of government, private and non-profit entities to provide motorcycle safety training.
- Promote awareness through the OHSO and OKIEMOTO webpages dedicated to motorcycle safety information and initiatives.
- Oklahoma will continue to promote a safer environment for motorcyclists through “Share the Road” advertising and messaging.
- The OHSO will continue to support the efforts of the Oklahoma Advisory Committee for Motorcycle Safety and Education to improve education and training.

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<sup>21</sup> Oklahoma Crash Facts 2014

## ***Legislative Authorities***

### O.S. 47 §40-121 Motorcycle Safety and Education Program

A. There is hereby created in the Department of Public Safety the "Motorcycle Safety and Education Program". The Commissioner of Public Safety may hire an Administrator who shall be responsible for the administration and operation of the Program, as determined by the Commissioner.

B. 1. The Program shall include guidelines and standards for courses of instruction, as established and approved by the Commissioner and which are taught by certified instructors, as prescribed by the Commissioner. The courses shall meet or exceed nationally accepted standards for courses of instruction in motorcycle safety and education. The courses shall include instruction for novice and experienced motorcycle operators and passengers, instruction in motorist awareness and alcohol and drug awareness, and any other instruction the Commissioner deems appropriate for motorcycle safety and education.

2. The Program may include provisions for marketing and promotion, improving motorcycle license testing procedures, and such other provisions as deemed appropriate by the Commissioner.

3. The Commissioner shall evaluate the Program every two (2) years and shall periodically inspect public and private facilities and equipment and periodically evaluate procedures used in the courses of instruction. Evaluation and inspection reports shall be submitted to the Advisory Committee.

C. The cost of administering and operating the Motorcycle Safety and Education Program shall be funded by the Motorcycle Safety and Education Program Revolving Fund, as created in Section 40-123 of this title. The Commissioner shall promulgate rules necessary to implement and administer the provisions of Sections 40-121 through 40-123 of this title.

### O.S. 47 §40-122 Advisory Committee for Motorcycle Safety and Education

A. There is hereby created the Advisory Committee for Motorcycle Safety and Education which shall be comprised of the Administrator of the Motorcycle Safety and Education Program in the Department of Public Safety, who shall serve as chair of the Committee and shall be a nonvoting member, and seven (7) voting members, six of whom shall be appointed by the Commissioner of Public Safety and one of whom shall be appointed by the Insurance Commissioner. One member shall be a certified instructor of motorcycle safety and education; three members shall be licensed and safety course certified motorcycle operators/owners; one member shall represent private sector motorcycle rider education schools; one member shall be a representative of the Oklahoma Highway Safety Office; and the member appointed by the Insurance Commissioner shall be an employee of the Insurance Commissioner's office. Members shall serve at the pleasure of the appointing authority, except as provided in subsection B of this section.

B. By January 1, 2011, the Commissioner of Public Safety shall appoint three of the members of the Advisory Committee for Motorcycle Safety and Education in accordance with the requirements as modified in subsection A of this section upon the effective date of this act. Once appointed all members shall serve at the pleasure of the appointing authority.

C. The Committee shall meet at the call of the Administrator or the Commissioner. A vice-chair shall be elected by the Committee from among its members. The vice-chair shall act as chair of the Committee only in the absence of the Administrator at officially called meetings of the Committee.

D. The Committee shall advise and assist the Commissioner in the development, administration and operation of the Motorcycle Safety and Education Program and the setting of goals, objectives and priorities for the Program.

E. The provisions of this section shall not be construed to authorize the creation of any additional salaried position within the Department of Public Safety.

F. Members of the Committee who are not state employees shall receive no compensation from the state for serving on the Committee. All members of the Committee shall be entitled to reimbursement for any actual and necessary traveling expenses pursuant to the State Travel Reimbursement Act.

O.S. 47 §40-123 Motorcycle Safety and Education Program Revolving Fund

There is hereby created in the State Treasury a revolving fund for the Department of Public Safety to be designated the "Motorcycle Safety and Education Program Revolving Fund". The fund shall be a continuing fund, not subject to fiscal year limitations, and shall consist of all fees, donations, federal funds and grants received for the purpose of motorcycle safety and education programming. All monies accruing to the credit of said fund are hereby appropriated and may be budgeted and expended by the Commissioner of Public Safety for the purpose of operating the Motorcycle Safety and Education Program. Expenditures from said fund shall be made upon warrants issued by the State Treasurer against claims filed as prescribed by law with the Director of the Office of Management and Enterprise Services for approval and payment.

O.S. 47 §1132.6 Additional Registration Fee - Motorcycles

A. In addition to other vehicle registration fees specified by law, there is levied and there shall be paid to the Oklahoma Tax Commission a fee of Three Dollars (\$3.00) upon every motorcycle registered pursuant to Section 1132 of Title 47 of the Oklahoma Statutes for use on roads and highways. The fee shall accrue and shall be collectible upon each motorcycle registered for use on roads and highways under the same circumstances and shall be payable in the same manner and times as apply to the registration of motorcycles for use on roads and highways under the provisions of the Oklahoma Vehicle License and Registration Act; provided, the fee shall be paid in full for the then current year at the time any vehicle is first registered in a calendar year.

B. Revenue from the fee levied in subsection A of this section shall be transferred each month to the Department of Public Safety for deposit in the Motorcycle Safety and Education Program Revolving Fund created pursuant to Section 40-123 of Title 47 of the Oklahoma Statutes.

C. The collection and payment of the fee specified in this section shall be a prerequisite to licensing or registration of any motorcycle.

Complete List of Counties in the State	Motorcycle Registration Data by County		Training will be offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	
Adair		402													
Alfalfa		233													
Atoka		342													
Beaver		258													
Beckham	1144														
Blain		484													
Bryan		1740													
Caddo		893													
Canadian		5248													
Carter	2052		X	X				X	X	X	X	X	X	X	
Cherokee		928													
Choctaw		321													
Cimarron		118													
Cleveland	9570			X				X	X	X	X	X	X	X	
Coal		171													
Comanche	4075		X	X				X	X	X	X	X	X	X	
Cotton		165													
Craig		429													
Creek	3143		X						X	X	X	X	X	X	
Custer		1073													
Delaware		1229													
Dewey		208													
Ellis		192													
Garfield	3163		X	X				X	X	X	X	X	X	X	
Garvin		1159													
Grady		2258													
Grant		275													
Greer		175													
Harmon		91													
Harper		206													
Haskell		330													
Hughes		438													
Jackson	1064		X	X				X	X	X	X	X	X	X	
Jefferson		198													
Johnston		383													
Kay		2028													
Kingfisher	746		X					X	X	X	X	X	X	X	
Kiowa		350													
Latimer		431													
Leflore		1707													
Lincoln		1455													
Logan		1880													
Love		331													
McClain		1673													
McCurtain		874													
McIntosh		780													
Major		461													
Marshall		685													
Mayes		1516													
Murray		572													
Muskogee	2090			X				X	X	X	X	X	X	X	
Noble		456													
Nowata		329													
Okfuskee		292													
Oklahoma	24406		X	X	X	X	X	X	X	X	X	X	X	X	
Okmulgee		1236													
Osage		1474													
Ottawa		1137													
Pawnee		699													
Payne	2767		X	X	X	X	X	X	X	X	X	X	X	X	
Pittsburg		1765													
Pontotoc		1292													
Pottawatomie		3000													
Pushmataha		379													
Roger Mills		121													
Rogers		3933													
Seminole		875													
Sequoyah		1129													
Stephens		1960													
Texas		714													
Tillman		210													
Tulsa	19230		X	X	X	X	X	X	X	X	X	X	X	X	
Wagoner		2658													
Washington		1875													
Washita		580													
Woods		490													
Woodward	1192														
	74642	61294													

**Assessment of Overall Traffic Safety Impacts of Motorcycle Safety Strategies**

With the growing number of motorcycle riders and resultant increased numbers of fatal and personal injury motorcycle crashes, strategies proposed for the Motorcycle Safety area will have the potential to impact 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 Oklahoma State law. The overall effect should be to reduce the number of fatality and injury crashes involving motorcycles.

**Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Motorcycle Safety projects.

**Countermeasure Programs**

<b>Project Title:</b>	ABATE Motorcycle Safety Education		
<b>Agency:</b>	ABATE Charitable Services		
<b>Project No:</b>	STMC-18-02-03-03	<b>Funding Source:</b>	State Funds <b>Amount:</b> \$19,600.00
<b>Primary Project Type:</b>	Motorcycle Safety	<b>Total Budget:</b>	\$19,600.00

**Description:** ABATE (A Brotherhood Aiming Toward Education) of Oklahoma, utilizing state motorcycle funds to reimburse travel costs, will present a "Share the Road" awareness program to the student body at various Oklahoma public schools. Grant funding will be used to purchase computer equipment, safety banners signage, and an enclosed trailer. This program will focus on providing education about identifying motorcycles in the traffic scene to avoid crashes. ABATE personnel may also attend national safety conferences including, but not limited to, safety training seminars and demonstrations of motorcycle safety equipment. Funding provided will be expended in compliance with Oklahoma State law.

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<b>Project Title:</b>	Edmond PD Motorcycle Safety Education		
<b>Agency:</b>	Edmond Police Department		
<b>Project No:</b>	STMC-18-02-05-20	<b>Funding Source:</b>	State funds <b>Amount:</b> \$49,000.00
<b>Primary Project Type:</b>	Motorcycle Safety	<b>Total Budget:</b>	\$49,000.00

**Description:** Working in an overtime capacity, the Edmond Police Department will continue this two-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 using model language; and 2) the expansion and delivery of Motorcyclist Safety Curricula for the purpose of educating motorcycle riders in safe operation of motorcycles and the risk of impaired riding. This program may be presented throughout the state and may include displays and/or presentations at safety fairs, car shows, motorcycle rallies and other venues that attract large numbers of attendees. Funds are also provided for

out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference. Funding provided will be expended in compliance with Oklahoma State law.

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**Project Title:** DPS Motorcycle Education Quality Assurance Program  
**Agency:** Department of Public Safety  
**Project No:** STMC-18-05-13-06      **Funding Source:** State Funds      **Amount:** \$81,000.00  
**Primary Project Type:** Motorcycle Safety      **Total Budget:** \$81,000.00

**Description:** This project will provide funding for one DPS Quality Assurance Officer to ensure compliance with procedures and applicable administrative rules for motorcycle training courses, conducting in-depth auditing and monitoring of school facilities, classroom instruction and instructors to ensure that students are receiving appropriate training that meets State standards. Other responsibilities of the MCQA Officer include certification and recertification of instructors and schools, as well as submission, maintenance, and updating of all records and reports relating to commercial motorcycle education provider audits. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference. Funding provided will be expended in compliance with Oklahoma State law.

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**Project Title:** OSU-OKC  
**Agency:** Oklahoma State University  
**Project No:** STMC-18-02-08-07      **Funding Source:** State Funds      **Amount:** \$27,700.00  
**Project No:** STMC-18-06-01-07      **Funding Source:** State Funds      **Amount:** \$12,525.00  
**Primary Project Type:** Motorcycle Safety      **Total Budget:** \$81,000.00

**Description:** The Center for Safety and Emergency Preparedness (CSEP) at Oklahoma State University-Oklahoma City will host the MSF/DPS approved "Ready to Ride" course (R2R), the 3 wheel Basic Rider Course for licensed riders seeking to improve their street survival skills, and the BRC for deaf riders who wish to obtain their "M" endorsement. OSU-OKC will also offer the Introductory Motorcycle Experience (IME) and is the only facility offering 3 wheel BRC training in Oklahoma. OSU/OKC will utilize part-time instructors for the preparation and presentation of the training courses as well as "Share the Road" training. Funding has also been approved to host a Motorcycle Safety Day to kick off Motorcycle Safety Awareness Month in May. OSU-OKC will also host a statewide Oklahoma Rider Coach Education conference.

### ***Community Motorcycle Training and Education***

***Various organizations will be provided funding to conduct area-wide motorcycle training projects at various locations throughout the state. Funding provided will be expended in compliance with Oklahoma State law. (See Budget Summary: Motorcycle Safety for list of projects.)***

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### **Program Area Management**

**Project No:** MC-18-07-01-00      **Funding Source:** 402      **Amount:** \$41,443.97  
**Primary Project Type:** Motorcycle Safety      **Total Budget:** \$41,443.97

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to Motorcycle Safety, including Program Manager salaries, benefits, operating costs, travel, etc.

### **Budget Summary: Motorcycle Safety**

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
MC- 18- 02- 01- 03	ABATE-00107	325.00	Section 402		
MC- 18- 02- 01- 18	BROKEN ARROW CI-00086	480.00	Section 402		
MC- 18- 02- 01- 02	High Plains Technology Ce-00131	650.00	Section 402		
MC- 18- 02- 02- 06	Southern OK Tech Ctr-00067	325.00	Section 402		
MC- 18- 02- 03- 02	Western Technology Center-00121	325.00	Section 402		
MC- 18- 02- 04- 02	Western Technology Center-00121	650.00	Section 402		
MC- 18- 07- 01- 00	Program Area Management	41,443.97	Section 402		
MC- 18- 07- 02- 00	State Match	243,350.00	State of Oklahoma		
<b>402 Total</b>		<b>44,198.97</b>			
<b>State Funds Total</b>		<b>243,350.00</b>			
<b>Total All Funds</b>		<b>287,548.97</b>			

## **OCCUPANT PROTECTION**

Of the counties surveyed in the 2016 Statewide Seat Belt Survey, five counties were identified as having the lowest seat belt use rate: Okmulgee County, McClain County, Garfield County, LeFlore County and Pittsburg County. Two of those counties were also identified as low use rate counties in the 2015 survey: Garfield and Okmulgee. OHSO initiated or continued grants in FY2017 with agencies in four of those counties to target increased seat belt enforcement. Two of those projects, Pottawatomie County and Lincoln County, involved a full-time Project Officer assigned to enhance OP enforcement as part of an overall Police Traffic Services grant; however, the Lincoln County project was discontinued in January of 2017 due to staffing problems. We currently have, and will continue in FY2018, overtime enforcement grants with local agencies in Garfield County, Pittsburg County and McClain County and promote increased emphasis in all the identified low use counties through the overtime OHP Statewide OP Enforcement grant.

Oklahoma hosted a NHTSA Occupant Protection Assessment in April of 2017. There were a number of recommendations made which will be reviewed for addition to the FY18 plan and/or inclusion in future Strategic Highway Safety Plan efforts.

Using the strategies and activities outlined below, Oklahoma will continue its efforts to increase the statewide seat belt and child restraint use rates, decrease the number of unbelted fatalities and serious injuries.

### **Strategies**

#### **Evidence Based Strategies Selection**

- State Primary Enforcement Seat Belt Use Laws (CTW 2.1.1, page 2-10)



- Short-term High-Visibility Enforcement (CTW 2.2.1, page 2-15)
- Combined Seat Belt and Alcohol Enforcement, Nighttime (CTW 2.2.2, page 1-17)
- Sustained Enforcement (CTW 2.2.3, page 2-19)
- Communications and Outreach (CTW 2.3.1, page 2-20)
- Communications and Outreach Strategies for Low-Belt-Use Groups (CTW 2.3.3, page 2-21)
- Short-Term High-Visibility Child Restraint/Booster Law Enforcement (CTW 2.5.1, page 2-26)
- Communications & Outreach Strategies for Child Restraint and Booster Seat Use (CTW 2.6.2, page 2-30)

### **Enforcement**

- Partner with various agencies to conduct targeted enforcement of occupant protection laws including nighttime enforcement, in particular in those counties identified as having the lowest seat belt use rate in the State. Several agencies will conduct dedicated seat belt enforcement as a secondary objective, those being: Oklahoma County Sheriff's Office, Oklahoma City Police Department, and Owasso Police Department.
- Initiate Selective Traffic Enforcement Project (STEP) grants with designated agencies to provide funding for overtime enforcement during designated mobilization periods;
- The OHSO Statewide Impaired Driving/Occupant Protection 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 KAB crashes and fatalities.
- Oklahoma will support statewide seat belt enforcement campaigns coordinating local law enforcement participation during designated periods, along specific routes or in specified geographic locations throughout the state.

### **Education and Training**

- Training opportunities will be provided through established Safe Communities Groups around the state.
- CPS Technician certification and re-certification training will be provided through partners and subrecipients, including efforts to promote higher recertification rates of existing technicians.
- Recruitment of new technicians and instructors through current partnerships and grantees, and increase services to underserved (rural) areas of the state.
- Conduct CPS workshop programs through current partnerships with a focus on educating parents and caregivers on proper child restraint use.
- Partner with the Oklahoma Safety Council to promote and provide the "Alive at 25" program.
- Promote and provide education to Oklahoma employers through the *Our Driving Concern* program developed by the National Safety Council.

### **Outreach and Awareness**

- The OHSO Statewide Impaired Driving/Occupant Protection Coordinator and Regional IDLs will promote outreach and awareness of occupant protection best practices to communities statewide through partnerships with LE agencies, subrecipients, schools, Safe Communities groups and Oklahoma Native American Tribes.

- Increase awareness of proper CPS use statewide through partnerships with Safe Kids Oklahoma and Tulsa Area Safe Kids.
- Maintain a list of active Oklahoma Child Restraint Inspection Stations and upcoming car seat check events which is accessible for public information.
- Utilize partnerships and grantees to expand programs, services and outreach to Oklahoma's Native American population and other minority groups.
- Conduct a statewide Seat Belt Survey and Child Restraint Survey each year to determine the overall observed use of passenger safety restraints and determine those areas for future program focus.
- Promote public awareness utilizing brochures, videos, television and radio PSAs, posters, press releases, promotion of special events, display booths, speakers, media campaigns and use of OHSO's film library and educational materials.
- Promote awareness through the OHSO webpage dedicated to occupant protection information and initiatives.

***High Risk Population Countermeasures***

OHSO will work with representatives and partners of the Bureau of Indian Affairs, Tribal Technical Assistance Program, Tribal Chiefs of Police, the University of Central Oklahoma, Safe Kids coalitions, state and local law enforcement, and various traffic safety advocates to promote responsible safety belt and child restraint use targeting unrestrained nighttime drivers and Oklahoma's Native American population.

- Unrestrained Nighttime Drivers
  - The Statewide OP Coordinator will plan, coordinate and organize law enforcement participation targeting unrestrained nighttime drivers during high-visibility OP enforcement events.
  - Require agencies receiving OP directed grant funds to conduct at least 10% of the enforcement hours worked toward nighttime enforcement activities.
  - Provide training to law enforcement personnel on methodologies to improve nighttime enforcement efforts.
  - Utilize the Click It or Ticket Day and Night message in mobilization media plans.
  
- Native American Population
  - The Statewide OP Coordinator will plan, coordinate and organize tribal law enforcement participation during high-visibility OP enforcement events.
  - Recruit new technicians and instructors to improve service to Oklahoma's Native American population to include providing technician certification and re-certification training.
  - Utilize partnerships and grantees to conduct CPS workshop programs through Safe Kids Oklahoma and Tulsa Safe Kids, with a focus on outreach to Oklahoma's Native American population.
  - Utilize partnerships and grantees to expand programs to Oklahoma's Native American population, including educational outreach to promote awareness of occupant protection laws and proper use of child restraints.

- Support established safe community groups statewide in promoting occupant protection awareness and outreach to Oklahoma’s Native American population.

***Participation in National Mobilizations***

The Oklahoma Highway Safety Office actively supports NHTSA’s national “Click It or Ticket” mobilization. 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. Agency participation in this event is accomplished in a variety of ways.

- Each subrecipient law enforcement agency is required as a condition of their grant agreement to, as an agency and not specific to only grant funded activity, participate in and report enforcement/PI&E activities for the “Click It or Ticket” mobilization, including submission of pre-mobilization and post-mobilization reports. This is not limited to use of grant funds, as some grant funds cannot be used for all purposes.
- Law enforcement agencies that are not subrecipients are contacted prior to 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.
- A list of anticipated participating agencies for 2018 is provided at the end of this section.

***Assessment of Overall Traffic Safety Impacts of Occupant Protection Strategies***

The proposed strategies for occupant protection 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 Coordinator with the Highway Patrol. The Child Passenger Safety effort includes both Safe Kids Oklahoma and the Tulsa Safe Kids Coalition with St. Francis Hospital to offer car seats, checkup events, and education statewide. Using evidence-based strategies, these projects are expected to have a positive impact in increasing the State’s seat belt and child restraint use rate targets.

***Program Area Management***

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

**Countermeasures Programs**

***Statewide High-visibility Occupant Protection Enforcement***

<b>Project Title:</b>	OHP Statewide High-Visibility OP Enforcement		
<b>Agency:</b>	Oklahoma Highway Patrol		
<b>Project No:</b>	F2HVE-18-03-01-12	<b>Funding Source:</b>	405(b)
<b>Primary Project Type:</b>	Occupant Protection	<b>Amount:</b>	\$295,000.00
		<b>Total Budget:</b>	\$295,000.00

**Description:** Under the direction of a OHSO funded full-time OHP Statewide Impaired Driving/Occupant Protection Coordinator, the OHP will conduct overtime enforcement activities statewide focusing on occupant protection violations utilizing a no tolerance policy. Overtime assignments will be concentrated in designated counties of Oklahoma in an effort to impact low belt use counties and those having a high unrestrained fatality rate. Troopers will conduct overtime occupant protection enforcement in locations and times as determined by the State OP LEL. *At least 10% of the enforcement hours worked will be dedicated to nighttime enforcement activities.* Enforcement may include checkpoints, saturation patrols, and PI&E efforts. Locations will include those areas where a higher than average number of KAB crashes involving unrestrained occupants occur based on problem identification. Troopers will encourage cooperative efforts with area law enforcement and tribal police agencies.

### *Child Passenger Safety*

**Project Title:** CPS Technician Certification Project  
**Agency:** Safe Kids Worldwide  
**Project No:** STCPS-18-02-03-00      **Funding Source:** State Funds      **Amount:** \$4,000.00  
**Primary Project Type:** Child Passenger Safety      **Total Budget:** \$4,000.00

**Description:** Utilizing state CPS educational funds, OHSO will provide scholarships for payment of certification or re-certification fees of qualified CPS Technicians and CPS Technician Instructors based upon selection criteria established by Safe Kids Oklahoma, Inc. This is an effort to maintain the momentum achieved over the last few years in increasing technician and instructor certification and re-certification rates. As the number of certified technicians and instructors increases, the ability of the State to provide this valuable service is correspondingly improved. Funding provided will be expended in compliance with Oklahoma State law.

**Project Title:** Safe Kids Oklahoma Child Passenger Safety Program  
**Agency:** Safe Kids Oklahoma, Inc.  
**Project No:** F2CPS-18-02-01-20      **Funding Source:** 405(b)      **Amount:** \$137,865.00  
**Project No:** F2CSS-18-02-01-20      **Funding Source:** 405(b)      **Amount:** \$13,100.00  
**Project No:** F2TR-18-02-01-20      **Funding Source:** 405(b)      **Amount:** \$44,885.00  
**Primary Project Type:** Child Passenger Safety      **Total Budget:** \$195,850.00

**Description:** Safe Kids Oklahoma (SKO) will use qualified, experienced employees (both staff and contracted individuals) to conduct child passenger safety programs including certification/recertification, education, outreach, and technical support for the Oklahoma City metro area and other designated rural areas of Oklahoma. Outreach may include, but is not limited to hospitals, public service units (i.e. fire, police, EMS), faith-based community organizations, county health departments, and an emphasis on Oklahoma’s Native American population. SKO staff will also host and/or assist with car seat check up events and workshops in the OKC metro and other designated rural areas statewide, providing needy families the ability to receive installation and education services. A special needs class will also be conducted this year. SKO will be responsible for compiling and maintaining an accurate list of active Oklahoma Child Restraint Inspection Stations made available to the public. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference. State funding provided will be expended in compliance with Oklahoma State law. Any program income generated through this project will be returned to the program and used for the purposes and under the conditions of the grant agreement.

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**Project Title:** Tulsa Safe Kids Child Passenger Safety Program  
**Agency:** St. Francis Hospital

<b>Project No:</b> F2CPS-18-02-02-18	<b>Funding Source:</b> 405(b)	<b>Amount:</b>	\$106,069.00
<b>Project No:</b> F2CSS-18-02-02-18	<b>Funding Source:</b> 405(b)	<b>Amount:</b>	\$13,100.00
<b>Project No:</b> F2TR-18-02-02-18	<b>Funding Source:</b> 405(b)	<b>Amount:</b>	\$12,500.00
<b>Project No:</b> OP-18-02-03-18	<b>Funding Source:</b> 402	<b>Amount:</b>	\$1,410.00
<b>Primary Project Type:</b> Child Passenger Safety		<b>Total Budget:</b>	\$133,079.00

**Description:** Employing a full-time CPS Coordinator, Safe Kids Tulsa (SKT) will plan and coordinate Child passenger Safety certification, training, education, outreach, and technical support activities in the Tulsa metro and other designated rural areas, including outreach to Oklahoma's Native American population. SKT will coordinate and conduct car seat check events in their designated area and assist in maintaining an accurate listing of active Oklahoma Child Restraint Inspection Stations made available to the public. Funds are also provided for out-of-state travel for project personnel to attend Lifesavers or other traffic safety related conference. Any program income generated through this project will be returned to the program and used for the purposes and under the conditions of the grant agreement. Tulsa Safe Kids will plan, coordinate and conduct the annual Martha Collar Tech Reunion (funded with state funds).

*Education and Awareness*

**Project Title:** Teen Seat Belt Safety Project  
**Agency:** DCCCA, Inc.

<b>Project No:</b> OP-18-02-01-04	<b>Funding Source:</b> 402	<b>Amount:</b>	\$76,800.00
<b>Project No:</b> OP-18-02-02-04	<b>Funding Source:</b> 402	<b>Amount:</b>	\$8,900.00
<b>Primary Project Type:</b> Occupant Protection		<b>Total Budget:</b>	\$85,700.00

**Description:** SAFE is a partnership between students, law enforcement agencies and traffic safety advocates designed to bring awareness to the importance of wearing seat belts to reduce the number and severity of KAB crashes among Oklahoma's high school students. This project is a continuation of the SAFE program piloted in Delaware and Lincoln Counties during FY2015. Law enforcement agency participation and support will be solicited in the targeted counties by the LE Outreach Representative. The Traffic Safety Specialist (TSS) will recruit school sponsors and student teams (SAFE teams) from targeted counties, assist them with their seat belt education efforts, and train them to perform unannounced seat belt observation surveys at their schools. The TSS will also solicit community and financial support from private and public organizations. SAFE teams will conduct monthly programs from the kickoff event through the final event to promote seat belt use at their schools. This project will also coordinate and host a one-day training and OP education event for representatives from the various SAFE teams.

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**Project Title:** Statewide Occupant Protection Use Surveys  
**Agency:** University of Central Oklahoma

<b>Project No:</b> OP-18-06-01-00	<b>Funding Source:</b> 402	<b>Amount:</b>	\$87,000.00
<b>Primary Project Type:</b> Occupant Protection		<b>Total Budget:</b>	\$87,000.00

**Description:** Utilizing the approved NHTSA survey design, the University of Central Oklahoma will conduct the annual statewide Seat Belt and Child Restraint Use Surveys. Observers will be specially trained to conduct observation surveys and deployed at specific designated locations for data collection. Data will be compiled and analyzed to obtain a use rate for each survey and a final report will be submitted to the OHSO. For the survey, a qualified statistician will review the resulting seat belt use rate estimate, determine that the data meets the Uniform Criteria for State Observational Surveys of Seat Belt Use, and approve the survey results.

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**Project Title:** Occupant Protection PI&E  
**Agency:** OHSO  
**Project No:** OP-18-04-01-00      **Funding Source:** 402      **Amount:** \$6,000.00  
**Primary Project Type:** Occupant Protection      **Total Budget:** \$6,000.00

**Description:** The OHSO will use this funding to promote various activities, including development and printing of occupant protection-related brochures, literature, and videos.

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***Community Occupant Protection Enforcement Projects***

***Various agencies will be provided funding to conduct seat belt and child restraint enforcement projects, with at least 10% of the hours worked dedicated to nighttime enforcement activities. Funding may also be directed toward secondary objectives as described to address other identified problem areas. (See Budget Summary for list of projects.)***

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**Program Area Management**

**Project No:** OP-18-07-01-00      **Funding Source:** 402      **Amount:** \$105,301.44  
**Primary Project Type:** Occupant Protection      **Total Budget:** \$105,301.44

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to Occupant Protection, including Program Manager salaries, benefits, operating costs, travel, etc.

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### Budget Summary: Occupant Protection

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
OP- 18- 03- 01- 05	Alva PD-00020	20,760.00	Section 402		
OP- 18- 03- 02- 02	Anadarko PD-00024	10,884.00	Section 402		
OP- 18- 03- 03- 07	Creek County SO-00124	18,960.00	Section 402		
OP- 18- 02- 01- 04	DCCCA-00071	78,400.00	Section 402	5,527.27	
OP- 18- 02- 02- 04	DCCCA-00071	8,900.00	Section 402	809.09	
F2HVE- 18- 03- 01- 12	DPS-00076 - OP	295,000.00	Section 405b	26,818.18	
OP- 18- 03- 04- 05	Drumright PD-00090	15,650.00	Section 402		
OP- 18- 03- 05- 14	Enid PD-00092	83,950.00	Section 402		
OP- 18- 03- 06- 07	Lincoln County SO-00129	30,000.00	Section 402		
OP- 18- 03- 07- 14	Oklahoma City PD-00082	113,410.00	Section 402		
OP- 18- 04- 01- 00	OP PI&E	6,000.00	Section 402		
OP- 18- 07- 01- 00	Program Area Management	105,301.44	Section 402		
F2CPS- 18- 02- 01- 20	Safe Kids OK-00013	137,865.00	Section 405b	18,775.00	
F2CSS- 18- 02- 01- 20	Safe Kids OK-00013	13,100.00	Section 405b		
F2TR- 18- 02- 01- 20	Safe Kids OK-00013	44,885.00	Section 405b		5,000.00
OP- 18- 03- 08- 17	Sapulpa PD-00106	35,000.00	Section 402		
OP- 18- 06- 01- 00	Set Belt/Child Passenger Survey	87,000.00	Section 402	30,285.00	
OP- 18- 03- 09- 02	Stillwater PD-00027	40,960.00	Section 402		
F2CPS- 18- 02- 02- 18	Tulsa Safe Kids-00008	106,069.00	Section 405b		
OP- 18- 02- 03- 18	Tulsa Safe Kids-00008	1,410.00	Section 402		
F2CSS- 18- 02- 02- 18	Tulsa Safe Kids-00008	13,100.00	Section 405b		
F2TR- 18- 02- 02- 18	Tulsa Safe Kids-00008	12,500.00	Section 405b		2,900.00
STCPS- 18- 07- 02- 00	State Match	90,000.00	State of Oklahoma		
PT- 18- 07- 02- 00	State Match	164,146.36	State of Oklahoma		
F2HVE- 18- 07- 01- 00	State Match	65,629.75	State of Oklahoma		
<b>402 Total</b>		<b>656,585.44</b>			
<b>405B Total</b>		<b>622,519.00</b>			
<b>State Funds Total</b>		<b>319,776.11</b>			
<b>Total All Funds</b>		<b>1,598,880.55</b>			
<b>405b MOE</b>		<b>544,151.42</b>			

## 2018 Click-it or Ticket Participating Agencies

### Agencies

Absentee Shawnee Tribal Police	Cleveland County SO	Hinton PD
Achille PD	Clinton PD	Hobart PD
Ada PD	Coal County SO	Hollis PD
Adair County SO	Coalgate PD	Hominy PD
Adair PD	Colcord PD	Hooker PD
Afton PD	Collinsville PD	Howe PD
Alex PD	Comanche County SO	Hughes County SO
Alfalfa County SO	Comanche PD	Hugo PD
Allen PD	Commerce PD	Hulbert PD
Altus PD	Cordell PD	Hydro PD
Alva PD	Cotton County SO	Idabel PD
Amber PD	Coweta PD	Jackson County SO
Anadarko PD	Craig County SO	Jay PD
Apache PD	Creek County SO	Jefferson County SO
Arcadia PD	Crescent PD	Jenks PD
Ardmore PD	Cushing PD	Jennings PD
Arkoma PD	Custer City PD	Johnston County SO
Atoka County SO	Custer County SO	Jones PD
Atoka PD	Davis PD	Kansas PD
Barnsdall PD	Del City PD	Kay County SO
Beaver County SO	Delaware County SO	Keota PD
Beaver PD	Dewey County SO	Kiefer PD
Beckham County SO	Dibble PD	Kingston PD
Bennington PD	Disney PD	Kiowa County SO
Bernice PD	Drumright PD	Lamont PD
Bethany PD	Duncan PD	Langley PD
Binger PD	Durant PD	Langston PD
Bixby PD	Eastern Oklahoma State College PD	Laverne PD
Blackwell PD	Eastern Shawnee Tribal Police	Lawton PD
Blaine County SO	Edmond PD	Lindsay PD
Boise City Police	El Reno PD	Locust Grove PD
Bokoshe PD	Elgin PD	Lone Grove PD
Boswell PD	Elk City PD	Love County SO
Braggs PD	Ellis County SO	Luther PD
Bristow PD	Enid PD	Madill PD
Broken Arrow PD	Eufaula PD	Major County SO
Broken Bow PD	Fairland PD	Mangum PD
Butler PD	Fairview PD	Marietta PD
Cache PD	Fort Oakland Tribal PD	Marlow PD
Caddo County SO	Garfield County SO	Marshall County SO
Calera PD	Garvin County SO	Maud PD
Calumet PD	Geary PD	Mayer County SO
Calvin PD	Geronimo PD	Maysville PD
Canadian County SO	Glenpool PD	McAlester PD
Caney PD	Goodwell PD	McClain County SO
Carnegie PD	Gore PD	McCurtain PD
Carney PD	Grady County SO	McLoud PD
Cashion PD	Grandfield PD	Medicine Park PD
Cement PD	Granite PD	Miami PD
Chattanooga PD	Grant County SO	Midwest City PD
Cherokee County SO	Greer County SO	Moffett PD
Cherokee Nation Marshal	Grove PD	Mooreland PD
Cherokee PD	Guthrie PD	Mountain View PD
Chickasha PD	Guymon PD	Murray County SO
Choctaw County SO	Haileyville PD	Muskogee County SO
Choctaw PD	Harper County SO	Muskogee PD
Chouteau PD	Hartshorne PD	Mustang PD
Cimarron County SO	Haskell County SO	Nash PD
Citizen Potawatomi Nation PD	Helena PD	Newcastle PD
Clayton PD	Hennessey PD	Newkirk PD



**Agencies**

Ninnekah PD	Sentinel PD	Wyandotte Nation PD
Noble County SO	Sequoyah County SO	Wynnewood PD
Noble PD	Shady Point PD	Yale PD
Norman PD	Shawnee PD	Yukon PD
North Enid PD	South Coffeyville PD	
North Miami PD	Southwestern Oklahoma State University PD	
Northeastern State University PD	Spencer PD	
Nowata County SO	Spiro PD	
Nowata PD	Sportsmen Acres PD	
OHP ENDUI	Stephens County SO	
OUHSC PD	Sterling PD	
Okarche PD	Stigler PD	
Okeene PD	Stillwater PD	
Oklahoma Baptist University PD	Stilwell PD	
Oklahoma City PD	Stratford PD	
Oklahoma County SO	Stringtown PD	
Oklahoma State University PD	Sulphur PD	
Olustee PD	Talihina PD	
Osage County SO	Tecumseh PD	
Osage Nation PD	Texhoma PD	
Ottawa County SO	Thackerville PD	
Panama PD	Thomas PD	
Paoli PD	Tonkawa PD	
Pauls Valley PD	Tulsa County SO	
Pawhuska PD	Tulsa PD	
Pawnee County SO	Tupelo PD	
Pawnee Nation PD	Tushka PD	
Payne County SO	Tuttle PD	
Perry PD	Union City PD	
Piedmont PD	University of Oklahoma PD	
Pittsburg County SO	Valley Brook PD	
Pocola PD	Valliant PD	
Ponca City PD	Vance AFB PD	
Pond Creek PD	Velma PD	
Pontotoc County SO	Vian PD	
Porter PD	Vici PD	
Porum PD	Village PD	
Pottawatomie County SO	Vinita PD	
Pryor PD	Wagoner County SO	
Purcell PD	Wagoner PD	
Pushmataha County SO	Walters PD	
Quapaw PD	Warr Acres PD	
Quapaw Tribal Police	Washita County SO	
Quinton PD	Watonga PD	
Ramona PD	Watts PD	
Ratliff City PD	Waukomis PD	
Rattan PD	Waurika PD	
Roger Mills County SO	Webbers Falls PD	
Rogers County SO	Weleetka PD	
Roland PD	West Siloam Springs PD	
Rush Springs PD	Westville PD	
Sac and Fox Nation PD	Wetumka PD	
Salina PD	Wewoka PD	
Sand Springs PD	Wilburton PD	
Sapulpa PD	Wilson PD	
Sawyer PD	Wister PD	
Sayre PD	Woods County SO	
Seiling PD	Woodward County SO	

## Oklahoma Child Restraint Inspection Stations

Total # of Inspection Stations =

OKLAHOMA CITY METRO				
CITY	SCHEDULE	LOCATION	ADDRESS	TELEPHONE
Bethany	By appt only	Bethany Fire Department	3919 N Rockwell Ave, Bethany, OK 73008	405-789-2218
Bethany	By appt only	Safe Kids Oklahoma	6800 N.W. 39th Expressway, Bethany, OK 73008	405-470-2304
Del City	By appt only	Del City Fire Department	4505 S.E. 15th Del City, OK 73115	405-671-2891
Edmond	By appt only	Edmond Fire Department	925 E 2nd Street, Edmond, OK 73034	405-216-7315
Midwest City	By appt only	Midwest City Fire Dept.	8201 E Reno Ave, Midwest City, OK 73110	405-739-1340
Moore	By appt only	Cleveland Co Health Department	424 S Eastern Ave, Moore, OK 73160	405-794-1591
Moore	By appt only	Moore Fire Department	2400 S Fritts Blvd Moore, OK 73160	405-793-5123
Mustang	By appt only	Mustang Fire Department	465 West SH 152, Mustang, OK 73064	450-376-9365
Norman	By appt only	AAA	1017 24th Ave NW, Norman, OK 73069	405-360-7771
Norman	By appt only	Absentee Shawnee Tribes of OKla	15951 Little Axe Dr, Norman, OK 73026	405-447-0300
Norman	By appt only	Cleveland Co Health Department	250 12th Ave NE, Norman, OK 73017	405-321-4048
Norman	By appt only	JD McCarty Center	2002 East Robinson, Norman, Ok 73071	405-573-5300
Norman	By appt only	Norman Fire Department	415 E Main St, Norman, OK 73071	405-292-9780
Norman	By appt only	Norman Pediatrics	808 Wall St, Norman, OK 73069	405-321-5114
Norman	By appt only	Norman Police Department	201-B W Gray St, Norman, OK 73069	405-366-5267
Oklahoma City	By appt only	AAA	3549 W Memorial Rd, Oklahoma City, OK 73134	405-753-9777
Oklahoma City	By appt only	AAA	3625 N.W. 39th, Oklahoma City, OK 73112	405-748-1074
Oklahoma City	By appt only	Central Oklahoma Healthy Start	3017 N Martin Luther King Ave, Oklahoma City, OK 73111	405-427-3219
Oklahoma City	By appt only	Church of the Servant	14343 N MacArthur Blvd, Oklahoma City, OK 73142	405-721-4141
Oklahoma City	By appt only	Green Bambino	5120 N Shartel Ave, Oklahoma City, OK 73118	405-848-2330
Oklahoma City	By appt only	Infant Crisis Services	4224 N Lincoln, Oklahoma City, OK 73105	405-582-3663
Oklahoma City	By appt only	Indian Health Service	701 Markel Dr, Oklahoma City, Ok 73114	405-951-3878
Oklahoma City	By appt only	Oklahoma City County Health Department	2600 NE 63rd St, Oklahoma City, OK 73111	405-419-4148
Oklahoma City	By appt only	Oklahoma Highway Safety Office	3223 N Lincoln Blvd, Oklahoma City, OK 73105	405-523-1570
Oklahoma City	By appt only	Oklahoma State Department of Health	1000 NE 10th St, Oklahoma City, OK 73117	405-271-3430
Oklahoma City	By appt only	OU Children's Hospital	1200 Everett Drive, Oklahoma City, OK 73104	405-471-6905
Oklahoma City	By appt only	State Farm Insurance	2833 SW 119th, Ste C, Oklahoma City, OK 73170	405-691-2464
Oklahoma City	By appt only	The Children's Center - Bethany	6800 NW 39th Expressway, Bethany, OK 73008	405-440-9866
Oklahoma City	By appt only	The Children's Place - ISMC	4101 S Western, Oklahoma City, OK 73109	405-631-5437
Oklahoma City	By appt only	Village Fire Department	2201 West Britton Rd, Oklahoma City, OK 73120	405-751-2122
Yukon	By appt only	Canadian Co Health Department	1023 Vandament Ave, Yukon, OK 73099	405-354-4872

<b>TULSA METRO</b>				
<b>CITY</b>	<b>SCHEDULE</b>	<b>LOCATION</b>	<b>ADDRESS</b>	<b>TELEPHONE</b>
Bixby	By appt only	Bixby Fire Department Station #1	116 W Needles Ave., Bixby, OK 74008	918-366-0438
Bixby	By appt & 4th Thursday of each month, 2- 4pm	Bixby Fire Department Station #2	8300 E 121st Bixby, OK 74008	918-366-0402
Bixby	By appt only	Bixby Police Department	116 W Needles Ave, Bixby, OK 74008	918-366-8294
Broken Arrow	1st Thursday of each month, 1- 3pm	Broken Arrow Fire Department Station #6	3151 N 9th St, Broken Arrow, OK 74012	918-259-8360
Broken Arrow	By appt only	C.A.R.D. Early Head Start	509 W Houston St, Broken Arrow, OK 74012	918-728-1751
Jenks	By appt only	Jenks Fire Department Station #1	205 N Elm St, Jenks, OK 74037	918-299-5883
Jenks	By appt & 3rd Saturday of January, April, July & October, 10am-12pm	Jenks Fire Department Station #2	1115 W 121 St, Jenks, OK 74037	918-298-1491
Owasso	By appt only	Owasso Fire Department Station #1	8901 N Garnett Rd, Owasso, OK 74055	918-272-5253
Owasso	By appt only	Owasso Fire Department Station #2	207 S Cedar, Owasso, OK 74055	918-272-5253
Owasso	By appt only	Owasso Fire Department Station #3	9990 N 145th E Ave, Owasso, OK 74055	918-272-5253
Sand Springs	3rd Saturday of February, May, August & November, 10am-12pm	Keystone Chevrolet	8700 Charles Page Blvd, Sand Springs, OK 74063	918-245-2201
Tulsa	By appt only	AAA	5920 S Lewis Ave, Tulsa, OK 74105	918-748-1231
Tulsa	By appt only	Tulsa Area Safe Kids	5353 E 68th St, Tulsa, OK 74136	918-494-7233
Tulsa	3rd thursday of each month, 10am-12pm	Tulsa Fire Department Station 22	7303 E 15th St, Tulsa, OK 74112	918-596-9444

<b>RURAL COUNTIES</b>				
<b>CITY</b>	<b>SCHEDULE</b>	<b>LOCATION</b>	<b>ADDRESS</b>	<b>TELEPHONE</b>
Ada	By appt only	Chickasaw Nation	222 Rosedale Rd, Ada, OK 73460	580-272-5398
Ada	By appt only	Pontotoc Co Health Department	2330 Arlington St, Ada, OK 74820	580-332-2011
Altus	By appt only	Altus Fire/Rescue Dept	115 N Spurgeon, Altus, OK 73521	580-481-2232
Altus	By appt only	Jackson Co Health Department	401 W Tamarack Road, Altus, OK 73521	580-482-7308
Altus	By appt only	Altus Police Department	509 S Main St., Altus, Ok 73521	580-482-4121
Anadarko	By appt only	Anadarko Police Department	201 NE 1st St, Anadarko, OK 73005	405-247-2411
Anadarko	By appt only	Apache Tribe of Oklahoma CHR Program	511 E Colorado, Anadarko, OK 73005	405-247-7000
Anadarko	By appt only	BIA Law enforcement	281 N Ann Parker McKenzie Dr. Anadarko, Ok 73005	405-247-6712
Anadarko	By appt only	Bureau of Indian Affairs	124 Parker Mckenzie Dr Anadarko, Ok 73005	405-247-6712
Anadarko	By appt only	Caddo Co Health Department	216 W Broadway, Anadarko, OK 73005	405-247-2507
Anadarko	By appt only	Kiowa Tribe Head Start	1602 American Street Anadarko, Ok 73005	405-247-3740
Anadarko	By appt only	Wichita and Affiliated Tribes	PO Box 729, Anadarko, OK 73005	405-247-1047
Ardmore	By appt only	Ardmore Fire Department	115 N Rockford Rd, Ardmore, OK 73401	580-221-2550
Ardmore	By appt only	Carter Co Health Department	405 S Washington, Ardmore, OK 73401	580-223-9705
Ardmore	By appt only	Chickasaw Nation Child Development Center	1001 Cotton Wood St, Ardmore, OK 73401	580-421-7711
Atoka	By appt only	Atoka Co Health Department	1006 West 13th St, Atoka, OK 74525	580-889-2116
Antlers	By appt only	Pushmataha Co Health Department	318 West Main, Antlers, OK 74523	580-298-6624
Apache	By appt only	Fort Sill Apache Tribe Emergency Youth Shelter	43187 US Highway 281 Apache, Ok 73006	580-588-2296
Apache	By appt only	Fort Sill Apache Indian Child Welfare	43187 US Highway 281 Apache, Ok 73006	580-588-2298
Bartlesville	By appt only	Jane Phillips Medical Center	3500 SE Frank Phillips Blvd, Bartlesville, OK 74006	918-331-8883
Battiest	By appt only	Battiest Elementary School	100 Main St, Battiest, OK 74722	580-241-5039
Berryhill	By appt only	Berryhill Fire Department	2900 S 6th W Ave, Tulsa, OK 74107	918-446-1211
Blackwell	By appt only	Kay Co Health Department	1706 South Main, Blackwell, OK 74631	580-363-5520
Blanchard	By appt only	McClain Co Health department	107 S Main, Blanchard, OK 73010	405-485-3319
Broken Bow	By appt only	Broken Bow Fire Department	11 N Main, Broken Bow, OK 74728	580-584-3400
Calera	By appt only	Calera Police Department	112 W Main St, Calera, OK 74730	580-434-7000
Carnegie	By appt only	Kiowa Tribe of Oklahoma	HWY 9 West, Carnegie, OK 73015	405-933-4197
Catoosa	By appt only	Catoosa Fire Department	101 N Cherokee, Catoosa, OK 74015	918-438-2552
Chandler	By appt only	Lincoln Co Health Department	101 Meadow Ln., Chandler, OK 74834	405-258-2640
Chandler	By appt only	Lincoln Co Sheriff's Office	811 Manvell Ave, Ste. #14, Chandler, OK 74834	405-258-1191
Chickasha	By appt only	Grady Co Health Department	2116 Iowa St, Chickasha, OK 73018	405-224-2022
Claremore	By appt only	Cherokee Nation	101 S Moore Ave, Claremore, OK 74017	918-342-6441

RURAL COUNTIES				
CITY	SCHEDULE	LOCATION	ADDRESS	TELEPHONE
Claremore	By appt only	Claremore Fire Department	219 W Will Rogers Blvd., Claremore, OK 74017	918-341-1477
Clinton	By appt only	Clinton Fire Department	212 S 4th Clinton, OK 73601	580-323-2298
Clinton	By appt only	Custer Co Health Department	3030 Custer Ave, Clinton, OK 73601	580-323-2100
Coalgate	By appt only	Coal County Health Department	1404 South Hwy 75, Coalgate, OK 74538	580-927-2367
Collinsville	By appt only	Collinsville Police Department	1023 W Center St, Collinsville, OK 74021	918-371-1000
Concho	By appt only	Cheyenne and Arapaho Tribes of Oklahoma	100 Red Moon Cir, El Reno, OK 73022	405-422-7670
Cushing	By appt only	Cushing Fire Department	211 W. Main St, Cushing, OK 74023	918-931-7192
Cushing	By appt only	Cushing Police Department	211 W. Main St, Cushing, OK 74023	918-225-1212
Drumright	By appt only	Drumright Police Department	124 W Broadway, Drumright, OK 74030	918-352-2151
Duncan	By appt only	Stephens Co Health Department	1401 West Bois D'Arc Ave, Duncan, OK 73533	580-252-0270
Durant	By appt only	Bryan Co Health Department	1524 W Chuckwa, Durant, OK 74702	580-924-4299
Durant	By appt only	Choctaw Nation of Oklahoma	3851 Enterprise Dr., Durant , OK 74701	580-740-0874
Durant	By appt only	Durant Fire Department	122 N. 1st Ave, Durant, OK 74701	580-924-2358
Durant	By appt only	Durant Police Department	3104 Carl Albert Dr., Durant, OK 74701	580-924-3737
Enid	By appt only	Enid Fire Department	410 W Owen K Garriott Rd, Enid, OK 73701	580-234-0541
Enid	By appt only	Garfield Co Health Department	2501 Mercer Dr, Enid, OK 73701	580-233-0650
Elk City	By appt only	Beckham Co Health Department	400 E 3rd St., Elk City, Ok 73644	580-225-1173
Elk City	By appt only	Elk City Police Department	422 E 3rd St., Elk City, Ok 73644	580-225-1212
Eufaula	By appt only	McIntosh County Sheriffs Office	1425 Industrial Drive, Eufaula, OK 74432	918-689-2526
Fort Sill	By appt only	Fire and Emergency Services	2025 Adams Road, Fort Sill, Ok 73503	580-442-9050
Fort Sill	By appt only	Fort Sill Fire Department	6041 Rothwell St. Fort Sill, Ok 73505	580-442-4905
Frederick	By appt only	Tillman Co Health Department	1500 N. Tenth, Frederick, OK 73542	580-335-2163
Guthrie	By appt only	Guthrie Fire Department	209 E Springer, Guthrie, OK 73044	405-282-0285
Guthrie	By appt only	Logan Co Health Department	215 Fairgrounds Rd, Guthrie, OK 73044	405-282-3485
Guymon	By appt only	Texas Co Health Department	1410 NE St., Guymon, OK 73942	580- 338-8544
Hobart	By appt only	Kiowa Co Health Department	431 West Elm Hobart, OK 73651	580-726-3316
Holdenville	By appt only	Hughes Co EMS	114 N Oak, Holdenville, OK 74848	405-379-7046
Holdenville	By appt only	Hughes Co Health Department	205 Kelly Dr, Holdenville, OK 74848	405-379-3313 ext. 114
Hollis	By appt only	Harmon Co Health Department	1104 N 7th St., Hollis, OK 73550	580-688-3348
Hugo	By appt only	Choctaw Nation Health Services	403 Chahta Circle, Hugo, OK 74743	580-372-8304
Idabel	By appt only	McCurtain Co Health Department	1400 Lynn Lane., Idabel, OK 74745	580-286-6628
Jay	By appt only	Delaware Co Health Department	432 S 9th St., Jay, OK 74346	918-253-4511

**RURAL COUNTIES**

<b>CITY</b>	<b>SCHEDULE</b>	<b>LOCATION</b>	<b>ADDRESS</b>	<b>TELEPHONE</b>
Jay	By appt only	Lighthouse Pregnancy Center	638 N 5th St, Jay, OK 74346	918-253-5472
Kingfisher	By appt only	Kingfisher Co Health Department	124 E Sheridan, Rm 101, Kingfisher, OK 73750	405-375-3008
Lawton	By appt only	Comanche Co Health Department	1010 S Sheridan Rd., Lawton, OK 73069	580-248-5890
Lawton	By appt only	Comanche Nation Injury Prevention	584 NW Bingo Road., Lawton, OK 73507	580-492-3344
Lawton	By appt only	Indian Health Services	Lawrie Tatun Rd., Lawton, OK 73507	405-819-5646
Madill	By appt only	Marshall Co Police Department	201 E Overton St., Madill, OK 73446	580-795-3535
Mangum	By appt only	Greer Co Health Department	2100 N Louis Tittle, Mangum, OK 73554	580-782-5531
Marietta	By appt only	Love Co Health Department	200 C E Colston, Marietta, OK 73448	580-276-2531
McAlester	By appt only	Pittsburg Co Health Department	1400 E College Ave., McAlester, OK 74501	918-423-1267
McCloud	By appt only	Kickapoo Tribe of Oklahoma	407 N HWY 102, McCloud, OK 74841	405-964-2081
Miami	By appt only	Ottawa Co Health Department	1930 North Elm, Miami, OK 74354	918-540-2481
Muskogee	By appt only	Muskogee Co EMS	200 Callahan, Muskogee, OK 74403	918-683-0130
Newkirk	By appt only	Kaw Nation Injury Prevention	101 Charles Curtis Drive, Newkirk, OK 74647	580-362-4114
Okemah	By appt only	Okfuskee Co Health Department	125 N 2nd St, Okemah, OK 74859	918-623-1800
Okmulgee	By appt only	Okmulgee Indian Health Center	1313 E 20th St., Okmulgee, OK 74447	918-591-5762
Pauls Valley	By appt only	Garvin Co Health Department	1809 S Chickasha, Pauls Valley, OK 73075	405-238-7346
Pawnee	By appt only	Pawnee Indian Health Services	1201 Heritage Circle, Pawnee, OK 74058	918-762-6542
Pawnee	By appt only	Pawnee Police Department	510 Illinois St, Pawnee, OK 74058	918-762-3166
Perkins	By appt only	City of Perkins	1010 N Main, Perkins, OK 74059	918-399-1582
Perkins	By appt only	Iowa Tribe of Oklahoma	Rt 1 Box 721, Perkins, OK 74059	918-374-2384
Perry	By appt only	Noble County Health Department	300 E Fir St, Perry, OK 73077	405-372-8200
Ponca City	By appt only	Kay Co Health Department	433 Fairview, Ponca City, OK 74601	580-762-1641
Ponca City	By appt only	Ponca City Fire Department	500 E Grand, Ponca City, OK 74601	580-767-0361
Red Rock	By appt only	Otoe-Missouria Tribe	8151 Highway 177, Red Rock, OK 74651	580-723-4466
Roland	By appt only	Roland Police Department	801 S Roland Rd, Roland, OK 74954	918-427-3252
Sapulpa	By appt only	Creek Co Ambulance Service	123 E Hobson, Sapulpa, OK 74066	918-227-4111
Sapulpa	By appt only	Sapulpa Police Department	20 N Walnut St, Sapulpa, OK 74066	918-224-3862
Sayre	By appt only	Beckham Co Health Department	115 S 4th, Sayre, OK 73662	580-928-5551
Shawnee	By appt only	Absentee Shawnee Tribe	2029 S Gordon Cooper, Shawnee, OK 74801	405-360-0698
Shawnee	By appt only	Crossroads Smart Start	501 North Union, Shawnee, OK 74802	405-214-4323
Shawnee	By appt only	Indian Health Service	14106 HWY 17, Shawnee, OK 74804	405-214-4208
Shawnee	By appt only	Pottawatomie Co Health Department	1904 Gordon Cooper Dr., Shawnee, OK 74801	405-273-2159

<b>RURAL COUNTIES</b>				
<b>CITY</b>	<b>SCHEDULE</b>	<b>LOCATION</b>	<b>ADDRESS</b>	<b>TELEPHONE</b>
Shawnee	By appt only	Shawnee Fire Department	16 W 9th St., Shawnee, OK 74801	405-878-1671
Shawnee	By appt only	State Farm Insurance	4400 N Kickapoo, Shawnee, OK 74804	405-257-1343
Stigler	By appt only	Haskell Co Health Department	1407 NE D, Ste A, Stigler, OK 74462	918-967-3304
Stillwater	By appt only	AAA	106 W Miller Ave., Stillwater, OK 74074	918-748-1074
Stillwater	By appt only	OSU Southern Plains TTAP	5202 N Richmond Hill Dr, Stillwater, OK 74078	405-744-3260
Stillwater	By appt only	Payne Co Health Department	1321 West 7th Ave., Stillwater, OK 74074	405-372-8200
Stillwater	By appt only	Stillwater Fire Department	1506 S Main Street., Stillwater, OK 74074	405-742-8308
Sulphur	By appt only	Murray Co Health Department	130 Cambridge Drive., Sulphur, OK 73086	580-622-3716
Tahlequah	By appt only	Cherokee Co Health Department	912 South College, Tahlequah, OK 74464	918-456-8826
Tahlequah	By appt only	Cherokee Nation	750 S Cherokee, Tahlequah, OK 74464	918-457-6445
Tahlequah	By appt only	Tahlequah City Hospital	1400 East Downing, Tahlequah, OK 74464	918-456-0641
Tishomingo	By appt only	Johnston Co Health Department	151 S Byrd, P.O. Box 486, Tishomingo, OK 73460	580-371-2470
Vinita	By appt only	Craig Co Health Department	115 East Delaware, Vinita, OK 74301	918-256-7531
Walters	By appt only	Cotton Co Health Department	1501 A South 7th, Walters, OK 73572	580-875-6121
Waurika	By appt only	Jefferson Co Health Department	107 E Anderson Ave., Waurika, OK 73573	580-228-2313
Weatherford	By appt only	Custer Co Health Department	220 North Bradley, Weatherford, OK 73096	580-7726417
Weatherford	By appt only	Weatherford Fire Department	216 N Kansas, Weatherford, OK 73096	580-330-2858
Wewoka	By appt only	Seminole Co Health Department	200 S Brown, Wewoka, OK 74884	405-257-5401
Wewoka	By appt only	Wewoka Indian Health Clinic	36640 U.S. 270, Wewoka, OK 74884	405-257-7323
Wilburton	By appt only	Latimer Co Health Department	201 West Main, Wilburton, OK 74578	918-465-5673
Woodward	By appt only	Woodward Co Health Department	1631 Texas Ave., Woodward, OK 73801	580-256-6416
<b>DENOTES NATIVE AMERICAN POPULATION SERVICE AREA</b>				

**Number of inspection stations Metro = 45**

**Number of inspection stations Metro servicing Native American populations = 2**

**Number of inspection stations Rural = 117**

**Number of inspection stations Rural servicing Native American populations = 38**

**CPS Training events**

<b>Oklahoma Projected CPS Courses FY 2018</b>							
	<b>Date</b>	<b>Location</b>	<b>City</b>	<b>County</b>	<b>Rural/Urban</b>	<b>Type of Course</b>	<b>Estimated # of students</b>
1	10/3/17	Jenks	Jenks	Tulsa	Urban	Tech Update	15
2	10/09-11/2017	Red River Technology Center	Duncan	Stephens	Rural	Certification	15
3	10/24/17	Ada	Ada	Pontotoc	Rural	Tech Update	15
4	11/1-3/2017	Shawnee Fire Dept	Shawnee	Pottawatomie	Rural	Certification	15
5	11/13/17	Owasso	Owasso	Tulsa/Rogers	Urban	Tech Update	15
6	11/29-12/1/2017	Piedmont Fire Dept	Piedmont	Canadian	Rural	Certification	15
7	1/10-12/2018	Ardmore Fire Dept	Ardmore	Carter	Rural	Certification	15
8	1/22/18 thru 1/25/18	Jenks	Jenks	Tulsa	Urban	Certification	15
9	2/6/18	Jenks	Jenks	Tulsa	Urban	Tech Update	15
10	2/21-23/2018	Moore Fire Dept	Moore	Cleveland	Urban	Certification	15
11	3/14-16/2018	Beckham County Health Dept	Elk City	Beckham	Rural	Certification	15
12	4/4-6/2018	Comanche County Health Dept	Lawton	Comanche	Urban	Certification	15
13	4/18/18	MCTR Glenpool, OK	Glenpool	Tulsa	Rural	Tech Update	200
14	5/1/18 thru 5/3/18	Jenks	Jenks	Tulsa	Urban	Certification	15
15	5/9-11/2018	Oklahoma Safety Council	Oklahoma City	Oklahoma	Urban	Certification	15
16	5/22/18 thru 5/24/18	McAlester	McAlester	Pittsburg	Rural	Certification	15
17	6/4-6/2018	Grady County Health Dept	Chickasha	Grady	Rural	Certification	15
18	7/9-11/2018	Major County Health Dept	Fairview	Major	Rural	Certification	15
19	9/17-19 & 22/2018	Children's Center Rehabilitation Hospital	Bethany	Oklahoma	Urban	Certification	15
20	9/25/18 thru 9/27/18	Jenks	Jenks	Tulsa	Urban	Certification	15



**CPS Checkup Events**

**Car Seat Check Up Events FY '18**

Date	Location	City	County	Urban	Rural	At Risk
<b>October 2017</b>						
3	Will Rogers Head Start	Oklahoma City	Oklahoma	X		X (Latino)
5	Broken Arrow Fire	Broken Arrow	Tulsa	X		
6	Latino Development Agency	Oklahoma City	Oklahoma	X		X (Latino)
11	Cleveland Co Health Department	Norman	Cleveland	X		
18	Tulsa Fire	Tulsa	Tulsa	X		
20	Central Oklahoma Healthy Start (Graco grant)	Oklahoma City	Oklahoma	X		
21	Jenks Fire	Jenks	Tulsa	X		
24	Chickasaw Nation	Ada	Pontotoc		X	X
26	Bixby Fire	Bixby	Tulsa	X		
26	Cherokee Nation	Tahlequah	Cherokee		X	X
<b>November 2017</b>						
2	Broken Arrow Fire	Broken Arrow	Tulsa	X		
3	Kingfisher Co Health Department	Kingfisher	Kingfisher		X	X (Latino)
3	Shawnee Fire Department	Shawnee	Pottawatomie		X	X (Native American)
14	Owasso Fire	Owasso	Tulsa	X		
16	Tulsa Fire	Tulsa	Tulsa	X		
17	Delta Head Start Center	Pauls Valley	Garvin		X	X (Native American)
18	Keystone Chev	Sand Springs	Tulsa	X		
23	Toni Reyes Early HS	Oklahoma City	Oklahoma	X		X (Latino)
30	WIC-El Reno	El Reno	Canadian		X	
<b>December 2017</b>						
1	Piedmont Fire Department	Piedmont	Canadian		X	
7	Broken Arrow Fire	Broken Arrow	Tulsa	X		
7	WIC - Variety Clinic	Oklahoma City	Oklahoma	X		X (Latino)

## Car Seat Check Up Events FY '18

Date	Location	City	County	Urban	Rural	At Risk
<b>December 2017</b>						
9	St. John Medical Center	Tulsa	Tulsa	X		
14	Central Oklahoma Healthy Start (Graco grant )	Oklahoma City	Oklahoma	X		
21	Tulsa Fire	Tulsa	Tulsa	X		
28	Bixby Fire	Bixby	Tulsa	X		
<b>January 2018</b>						
4	Broken Arrow Fire	Broken Arrow	Tulsa	X		
12	Ardmore Fire Department	Ardmore	Carter		X	X (Native American)
13	Comanche Co Health Department	Lawton	Comanche		X	X (Native American)
18	Tulsa Fire	Tulsa	Tulsa	X		
19	Infant Crisis Services	Oklahoma City	Oklahoma	X		
20	Jenks Fire	Jenks	Tulsa	X		
25	Bixby Fire	Bixby	Tulsa	X		
<b>February 2018</b>						
1	Broken Arrow Fire	Broken Arrow	Tulsa	X		
15	Tulsa Fire	Tulsa	Tulsa	X		
15	Stephen Co Health Department	Duncan	Stephens		X	X (Native American)
16	Toni Reyes early Head Start	Oklahoma City	Oklahoma	X		X (Latino)
17	Keystone Chev	Sand Springs	Tulsa	X		
21	Moore Fire Department	Moore	Cleveland	X		
22	Bixby Fire	Bixby	Tulsa	X		
22	WIC-El Reno	El Reno	Canadian Co		X	
<b>March 2018</b>						
1	Broken Arrow Fire	Broken Arrow	Tulsa	X		

## Car Seat Check Up Events FY '18

Date	Location	City	County	Urban	Rural	At Risk
<b>March 2018</b>						
2	Kingfisher Co Health Department	Kingfisher	Kingfisher		X	X (Latino)
3	St. John Medical Center	Tulsa	Tulsa	X		
10	Infant Crisis Services	Oklahoma City	Oklahoma	X		
10	Altus Fire Rescue	Altus	Jackson		X	
15	Tulsa Fire	Tulsa	Tulsa	X		
16	Healthy Start program	Oklahoma City	Oklahoma	X		
16	Beckham Co Health Department	Elk City	Beckham		X	
22	Bixby Fire	Bixby	Tulsa	X		
22	Putnam City PAT	Oklahoma City	Oklahoma	X		
23	Apache Tribe Of Oklahoma	Anadarko	Caddo		X	X (Native American)
24	Grady Co Health Department	Chickasha	Grady		X	X (Native American)
30	Enid Fire Department	Enid	Garfield		X	
<b>April 2018</b>						
4	Will Roger Head Start	Oklahoma City	Oklahoma	X		X (Latino)
5	Broken Arrow Fire	Broken Arrow	Tulsa	X		
6	Comanche Co Health Department	Lawton	Comanche		X	X (Native American)
13	WIC - VARIETY CLINIC	Oklahoma City	Oklahoma	X		X (Latino)
19	Jenks Fire	Jenks	Tulsa	X		
20	Greer Co Health Department	Mangum	Greer		X	
21	Tulsa	Tulsa	Tulsa	X		
21	McAlester	McAlester	Pittsburg		X	
24	Osage Nation	Hominy	Osage		X	X
26	Bixby Fire	Bixby	Tulsa	X		
26	Tillman Co Health Department	Frederick	Tillman		X	X (Native American)
27	Woodward Co Health Department	Woodward	Woodward		X	

## Car Seat Check Up Events FY '18

Date	Location	City	County	Urban	Rural	At Risk
<b>May 2018</b>						
3	Broken Arrow Fire	Broken Arrow	Tulsa	X		
5	Infant Crisis Services	Oklahoma City	Oklahoma	X		
11	Community Midwifery	Norman	Cleveland	X		
12	Ponca City	Ponca City	Kay		X	
12	Oklahoma Turnpike Authority	Oklahoma City	Oklahoma	X		
17	Tulsa Fire	Tulsa	Tulsa	X		
18	Chickasaw Nation CDC	Ardmore	Carter		X	X (Native American)
19	Jefferson Co Health Department	Waurika	Jefferson		X	X (Native American)
19	Keystone Chev	Sand Springs	Tulsa	X		
24	Bixby Fire	Bixby	Tulsa	X		
24	McAlester	McAlester	Pittsburg		X	
25	Clinton Indian Health Center	Clinton	Clinton		X	X (Native American)
26	Johnston Co Health Department	Tishomingo	Johnston		X	X (Native American)
<b>June 2018</b>						
2	Claremore Indian Hospital	Claremore	Rogers		X	X
2	Love Co Frontier Days	Marietta	Love		X	X (Native American)
6	Grady Co Health Department	Chickasha	Grady		X	X (Native American)
7	Broken Arrow Fire	Broken Arrow	Tulsa	X		
8	Okmulgee	Okmulgee	Okmulgee		X	
8	Kingfisher Co Health Department	Kingfisher	Kingfisher	X		X (Latino)
8	Latino Development Agency	Oklahoma City	Oklahoma	X		X (Latino)
8	Healthy Start Program	Oklahoma City	Oklahoma	X		
9	Comanche Co Health Department	Lawton	Comanche		X	X (Native American)
15	Parents as Teachers PTA	Bethany	Oklahoma	X		X (Latino)
21	Tulsa Fire	Tulsa	Tulsa	X		

## Car Seat Check Up Events FY '18

Date	Location	City	County	Urban	Rural	At Risk
<b>June 2018</b>						
23	St. John Medical Center	Tulsa	Tulsa	X		
26	Pawnee Nation	Pawnee	Pawnee		X	X
26	Parents as Teachers PTA	Oklahoma City	Oklahoma	X		
28	Bixby Fire	Bixby	Tulsa	X		
<b>July 2018</b>						
5	Broken Arrow Fire	Broken Arrow	Tulsa	X		
5	WIC-El Reno	El Reno	Canadian Co		X	
9	Major Co Health Department	Fairview	Major		X	
12	WIC-VARIETY CLINIC	Oklahoma City	Oklahoma	X		X (Latino)
14	Infant Crisis Services	Oklahoma City	Oklahoma	X		
17	Stillwater	Stillwater	Payne		X	
19	Tulsa Fire	Tulsa	Tulsa	X		
19	Guymon Co Health Department	Guymon	Texas		X	X (Latino)
21	Jenks Fire	Jenks	Tulsa	X		
26	Bixby Fire	Bixby	Tulsa	X		
<b>August 2018</b>						
2	Broken Arrow Fire	Broken Arrow	Tulsa	X		
16	Tulsa Fire	Tulsa	Tulsa	X		
16	Stephens Co Health Department	Duncan	Stephens		X	X (Native American)
18	Jenks Fire	Jenks	Tulsa	X		
20	Apache Tribe of Oklahoma	Anadarko	Caddo		X	X (Native American)
23	Bixby Fire	Bixby	Tulsa	X		
25	Wildhorse Park	Mustang	Canadian		X	

## Car Seat Check Up Events FY '18

Date	Location	City	County	Urban	Rural	At Risk
<b>September 2018</b>						
6	Broken Arrow Fire	Broken Arrow	Tulsa	X		
7	Latino Development Agency	Oklahoma City	Oklahoma	X		X (Latino)
11	Stigler	Stigler	Haskell		X	
11	Poteau	Poteau	LeFlore		X	
18	WIC -VARIETY	Oklahoma City	Oklahoma	X		X (Latino)
20	Garvin Co Health Department	Pauls Valley	Garvin		X	X (Native American)
20	Grady Co Health Department	Chickasha	Grady		X	X (Native American)
20	Tulsa Fire	Tulsa	Tulsa	X		
21	Sapulpa	Sapulpa	Creek		X	
21	Healthy Start Program	Oklahoma City	Oklahoma	X		
21	Kingfisher Co Health Department	Kingfisher	Kingfisher		X	X (Latino)
21	Comanche Co Health Department	Lawton	Comanche		X	X (Native American)
21	Wichita Tribe Health Programs	Anadarko	Caddo		X	X (Native American)
22	Marshal Co Health Department	Madill	Marshall		X	X (Latino)
22	Apache Tribe of Oklahoma	Anadarko	Caddo		X	X (Native American)
22	Johnston Co Health Department	Tishomingo	Johnston		X	
22	Altus Fire Rescue	Altus	Jackson		X	
22	Battiest Elementary School	Battiest	McCurtain		X	X (Native American)
22	The Children's Rehabilitation Hospital	Bethany	Oklahoma	X		
22	Infant Crisis Services	Oklahoma City	Oklahoma	X		
22	St. John Medical Center	Tulsa	Tulsa	X		
27	Bixby Fire	Bixby	Tulsa	X		

**Total number of projected checkup events = 133**

## **POLICE TRAFFIC SERVICES**

Traffic crashes in Oklahoma have shown a positive trend over the last few years, from 709 in 2012 to 643 in 2015. In 2015, the rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT) decreased overall. In contrast, the number of fatalities on urban roadways as well as the rate of fatalities for urban crashes increased. Like many states nationwide, Oklahoma also experienced increases in a number of other traffic related areas, including: speed related fatalities, fatalities involving drivers .08 or more BAC, motorcycle fatalities, fatal crashes involving drivers under age 21, and pedalcyclist and pedestrian fatalities. Police Traffic Services (PTS) grants provide a variety of traffic enforcement and community education services, depending upon the specific needs of the community. Speeding, aggressive and impaired driving issues are all addressed to some extent through general PTS programs. Strategies for addressing general traffic safety issues include: enforcement, training, participation in state and national mobilizations. In 2018, twenty-four local Police Traffic Services enforcement projects in fifteen different counties were selected for funding. These agencies will use evidence-based strategies to address high crash rates in their respective jurisdictions. The OHP will use funding provided to improve the quality and timeliness of crash investigations involving personal injury, especially those related to speed, aggressive driving and Commercial Motor Vehicles.

In addition to enforcement, additional projects were funded through the OHP to provide training to local agencies in advanced crash investigation and to assist with fatality/serious injury crash investigations when so requested.

### **Strategies**

#### ***Evidence Based Strategies Selection***

- High Visibility Saturation Patrols (CTW 1.2.2, page 1-24)
- Integrated Enforcement (CTW 1.2.5, page 1-27)
- Short-term High-Visibility Enforcement (CTW 2.2.1, page 2-15)
- Sustained Enforcement (CTW 2.2.3, page 2-19)
- Communications and Outreach (CTW 2.3.1, page 2-20)
- High-Visibility Enforcement (CTW 3.2.2, page 3-24)
- Other Enforcement Methods (CTW 3.2.3, page 3-28)

#### ***Enforcement***

- Supporting sustained enforcement by state and local law enforcement officers of drug- and alcohol-impaired drivers, seat belt use, and driving in excess of posted speed limits, by funding general Police Traffic Service contracts statewide.
- Encouraging and supporting Selective Traffic Enforcement Programs focused on alcohol/drug impaired drivers, speed, distracted and aggressive driving and occupant protection.
- Provide more robust crash investigation techniques by developing a program within the Oklahoma Highway Patrol whereby specially trained Troopers can investigate or assist in the investigation of crashes at a more detailed level.

### **Training**

- Providing advanced crash investigation classes for law enforcement agencies to improve data collection and analysis, through our Safe Communities organizations.
- Providing training to Project Directors and other safety advocates in managing traffic safety issues.
- Conducting workshops, speed management seminars and other informational meetings to inform and educate traffic safety personnel and partners as appropriate or requested.

### **Participation in National Mobilizations**

The Oklahoma Highway Safety Office actively supports NHTSA's national "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations. 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. Agency participation in this event is accomplished in a variety of ways.

- Each subrecipient law enforcement agency is required as a condition of their grant agreement to, as an agency and not specific to only grant funded activity, participate in and report enforcement/PI&E activities for the "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations, including submission of pre-mobilization and post-mobilization reports. This is not limited to use of grant funds, as some grant funds cannot be used for all purposes.
- Law enforcement agencies that are not subrecipients are contacted prior to each 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<sup>22</sup>. The contractor is required to report on the number of impressions achieved in each advertising venue.

### **Education and Awareness**

- Working with not-for-profit and law enforcement agencies to enhance the driving skills of younger drivers.
- Supporting law enforcement and non-law enforcement efforts to address young driver issues.
- Promoting responsible driving through media campaigns, sports events, fairs and other community events.
- Promoting traffic safety related education and training for employer based programs through the *Our Driving Concern* project with the National Safety Council
- Promote awareness through the OHSO webpage dedicated to traffic safety information and initiatives.

### **Assessment of Overall Traffic Safety Impacts of Police Traffic Services Strategies**

The proposed strategies for Police Traffic Services include improved traffic safety efforts in local communities through increased enforcement and education, as well as improving crash scene

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<sup>22</sup> For the FY2017 impaired driving mobilizations, the ENDUI tagline will be used.



investigations. These strategies should serve to decrease the number and severity of traffic crashes and provide better investigations to determine cause and aid in development of better preventive measures.

**Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various Police Traffic Services projects.

**Automated Traffic Enforcement Survey**

In accordance with the FAST Act, Section 1300.13 Special Funding Condition for Section 402 Grants, the State may not expend funds apportioned to the State under Section 402 to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. It further requires that beginning with FY2018, the state must either certify that automated traffic enforcement systems are not used on any public road in the State or conduct a survey during the fiscal year of the grant meeting the requirements of paragraph (d)(2) of Section 1300.13 and provide assurances that it will do so and submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

At this time, the State of Oklahoma is not able to certify that such systems are not in use. A survey will be conducted to determine such and provide the results as required by this rule.

**Countermeasure Programs**

**Project Title:** OHP Statewide Crash Team Investigation Project  
**Agency:** Oklahoma Highway Patrol  
**Project No:** AI-18-06-01-07      **Funding Source:** 402      **Amount:** \$27,500.00  
**Primary Project Type:** Police Traffic Services      **Total Budget:** \$27,500.00

**Description:** The OHP currently has 13 Troop Crash Teams located in offices around Oklahoma that service 6-7 Oklahoma counties each. In addition the OHP has a State Crash Team that responds to large scale events that will tax the resources of the local troop team, and eight full-time Traffic Homicide Investigators (THIs) in the busier areas of the state. The OHP Crash Teams not only provide highly advanced technology to our serious injury and fatal crash investigations thru an OHSO grant but also assist more than 200 law enforcement agencies each year with investigating their serious injury and fatal collisions. They are routinely called upon by local law enforcement agencies and prosecutors to assist with the investigation of motor vehicle deaths. This grant will also fund the purchase of advanced computer software to take the data from event data recorders, drones, scene investigations and forensic mapping compilations and produce high quality animations that re-create in high definition what occurred in a collision.

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**Project Title:** OHP Advanced Crash Investigation Training  
**Agency:** Oklahoma Highway Patrol  
**Project No:** AI-18-02-01-02      **Funding Source:** 402      **Amount:** \$33,000.00  
**Primary Project Type:** Police Traffic Services      **Total Budget:** \$33,000.00

**Description:** The Oklahoma Highway Patrol Training Division has a compliment of troopers highly trained and certified in advanced crash scene investigation techniques, often times with higher

certifications ratings and at a lower per person cost than the IPTM courses previously funded by the OHSO. In a new program, this grant will fund the salary, benefits and operating costs for two OHP Troopers to offer, coordinate and conduct advanced crash investigation training to local law enforcement agencies. The courses offered will differ from year to year.

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**Project Title:** Traffic Safety Conference Planning Services  
**Agency:** University of Oklahoma Board of Regents  
**Project No:** PT-18-06-01-14      **Funding Source:** 402      **Amount:** \$64,560.00  
**Primary Project Type:** Police Traffic Services      **Total Budget:** \$64,560.00

**Description:** University of Oklahoma ConferencePROS will provide conference planning services for the OHSO as outlined in their Statement of Work for the annual OHSO Project Directors Course, the Annual Traffic Safety Forum, and other conference services as requested and applicable to the Statement of Work.

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**Project Title:** Statewide Automated Traffic Enforcement Survey  
**Agency:** OHSO  
**Project No:** PT-18-06-02-00      **Funding Source:** 402      **Amount:** \$1,000.00  
**Primary Project Type:** Police Traffic Services      **Total Budget:** \$1,000.00

**Description:** To conduct a survey to determine is any automated traffic enforcement systems are in use in the State of Oklahoma and if so, to what extent and if the systems meet operational guidelines set forth by USDOT and FHWA.

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**Project Title:** Police Traffic Services PI&E  
**Agency:** OHSO  
**Project No:** PT-18-04-01-00      **Funding Source:** 402      **Amount:** \$6,500.00  
**Primary Project Type:** Police Traffic Services      **Total Budget:** \$6,500.00

**Description:** The OHSO will use this funding to promote various activities, including development and printing of traffic safety-related brochures, literature, and videos – other than those identified in the Alcohol and Occupant Protection program areas.

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### ***Community Traffic Enforcement Projects***

***Various agencies will be provided funding to conduct general traffic enforcement projects, including speed, occupant protection, impaired driving and other violations which contribute to motor vehicle crashes as listed in the project description. (See Budget Summary: PTS for list of projects.)***

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*Community Speed Abatement Projects*

*Various agencies will be provided funding to primarily conduct speed abatement enforcement projects. Funding may also be directed toward secondary objectives as described to address other identified problem areas. (See Budget Summary: Speed for list of projects.)*

**Program Area Management**

**Project No:** PT-18-07-01-00      **Funding Source:** 402      **Amount:** \$229,616.78  
**Primary Project Type:** Police Traffic Services      **Total Budget:** \$229,616.78

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to Police Traffic Services, including Program Manager salaries, benefits, operating costs, travel, etc.

**Budget Summary: Speed**

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
SE- 18- 03- 01- 18	Broken Arrow PD-00087	74,960.00	Section 402		
SE- 18- 03- 02- 20	Edmond PD-00042	74,260.00	Section 402		
SE- 18- 03- 03- 09	McAlester PD-00032	40,650.00	Section 402		
SE- 18- 03- 04- 02	Minco PD-00118	5,000.00	Section 402		
SE- 18- 03- 05- 12	Shawnee PD-00035	24,000.00	Section 402		
SE- 18- 03- 06- 16	Tahlequah PD-00105	18,000.00	Section 402		
SE- 18- 03- 07- 11	Tulsa PD-00079	71,300.00	Section 402		
SE- 18- 03- 08- 02	Yukon PD-00053	30,000.00	Section 402		
PT- 18- 07- 02- 00	State Match	84,542.50	State of Oklahoma		
<b>402 Total</b>		<b>338,170.00</b>			
<b>State Funds Total</b>		<b>84,542.50</b>			
<b>Total All Funds</b>		<b>422,712.50</b>			

### Budget Summary: PTS

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
PT- 18- 03- 01- 01	Ada PD-00060	22,460.00	Section 402		
PT- 18- 03- 02- 03	Apache PD-00130	10,946.00	Section 402		
PT- 18- 03- 03- 15	Bethany PD-00045	35,000.00	Section 402		
PT- 18- 03- 04- 17	Bixby PD-00088	53,000.00	Section 402		
PT- 18- 03- 05- 01	Bryan County SO-00127	25,000.00	Section 402		
PT- 18- 03- 06- 09	Calera PD-00002	31,820.00	Section 402		
PT- 18- 03- 07- 02	Canadian County SO-00114	23,000.00	Section 402		
AI- 18- 02- 01- 02	DPS-00021 - IPTM	33,000.00	Section 402	1,727.00	
AI- 18- 06- 01- 07	DPS-00022 - Crash Team	27,500.00	Section 402	250.00	
PT- 18- 03- 08- 15	Durant PD-00033	41,300.00	Section 402		
PT- 18- 03- 09- 09	Grove PD-00074	23,960.00	Section 402		
PT- 18- 03- 10- 02	Guthrie PD-00040	13,500.00	Section 402		
PT- 18- 03- 11- 05	Idabel PD-00113	16,900.00	Section 402		
PT- 18- 03- 12- 10	Madiill PD-00048	22,800.00	Section 402		
PT- 18- 03- 13- 03	McCurtain County SO-00093	16,500.00	Section 402		
PT- 18- 03- 14- 03	McCloud PD-00037	13,000.00	Section 402		
PT- 18- 03- 15- 04	Mustang PD-00101	21,500.00	Section 402		
PT- 18- 03- 16- 10	Norman PD-00115	69,200.00	Section 402		
PT- 18- 03- 17- 11	Oklahoma County SO-00044	403,000.00	Section 402		
PT- 18- 06- 01- 14	OU Conference Pros	64,560.00	Section 402	12,203.69	
PT- 18- 03- 18- 02	Piedmont PD-00066	16,500.00	Section 402		
PT- 18- 03- 19- 11	Ponca City PD-00010	26,260.00	Section 402		
PT- 18- 03- 20- 08	Pottawatomie County SO-00005	44,800.00	Section 402		
PT- 18- 07- 01- 00	Program Area Management	229,616.78	Section 402		
PT- 18- 04- 01- 00	PT PI&E	6,500.00	Section 402		
PT- 18- 03- 21- 14	Purcell PD-00069	15,000.00	Section 402		
PT- 18- 03- 22- 02	Skiatook PD-00111	15,960.00	Section 402		
PT- 18- 06- 02- 00	Statewide Automated Traffic Enforcement Survey	1,000.00	Section 402		
PT- 18- 03- 23- 08	Tecumseh PD-00009	13,000.00	Section 402		
PT- 18- 03- 24- 06	Tuttle PD-00117	10,000.00	Section 402		
PT- 18- 03- 25- 08	Warr Acres PD-00072	13,600.00	Section 402		
PT- 18- 07- 02- 00	State Match	340,045.70	State of Oklahoma		
<b>402 Total</b>		<b>1,360,182.78</b>			
<b>State Funds Total</b>		<b>340,045.70</b>			
<b>Total All Funds</b>		<b>1,700,228.48</b>			

## **RAILROAD CROSSINGS SAFETY**

While train/motor vehicle crashes are relatively few in number, they often times involve fatalities. The number of fatalities tends to vary greatly. Trespassing (pedestrians on or near the tracks) is not a chargeable traffic fatality. Oklahoma has promoted Oklahoma Operation Lifesaver activities for a number of years with the intent to decrease the number of fatalities as well as the number of crashes occurring at railroad crossings. While the number of fatalities has remained relatively low, the number of injury crashes has trended upward over the last few years.

### **Strategies**

#### ***Evidence Based Strategies Selection***

- Improve driver training and licensing for both new drivers and commercial drivers, by providing education relative to safe practices for approaching and traversing highway-rail crossings (*AASHTO Strategic Highway Safety Plan*)
- Combat the general lack of public awareness about highway-rail crossings by providing public service announcements to educate and remind motorists of the dangers of circumventing or purposely violating railroad crossing control devices (*AASHTO Strategic Highway Safety Plan*)

#### ***Education and Training***

- Conduct Presenter Training in rail grade crossing safety education.
- Presenters to provide safety education to various groups throughout the state.
- Provide Grade Crossing Collision Investigation (GCCl) training to law enforcement.
- Use of paid and earned media radio public service announcements statewide.

#### ***Enforcement***

- Coordinate with local law enforcement agencies to conduct “Officer on the Train” events targeting RR crossing violations.

#### ***Assessment of Overall Traffic Safety Impacts of Railroad Crossing Safety Strategies***

As most MV/train crashes involve a fatality or serious injury, the proposed strategies for Railroad Crossing Safety will use evidence-based strategies, including both media and training, to improve public information and education efforts directed at decreasing the number of crashes at rail grade crossings. Oklahoma Operation Lifesaver will use public service announcements in communities identified as at-risk for crashes occurring at rail grade crossings. Presenters will be trained and utilized to give railroad crossing safety presentations to local communities statewide as requested. Training will also be conducted with law enforcement agencies to assist them in conducting rail grade crossing crash investigations. This strategies overall should have a positive impact in decreasing the number of MV/train crashes and thereby the number of injuries resulting therefrom.

#### ***Program Area Management***

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this project.

## Countermeasure Programs

**Project Title:** Operation Lifesaver Railroad Safety Program  
**Agency:** Oklahoma Operation Lifesaver  
**Project No:** RH-18-02-01-14      **Funding Source:** 402      **Amount:** \$18,400.00  
**Primary Project Type:** Railroad Safety      **Total Budget:** \$18,400.00

**Description:** Oklahoma Operation Lifesaver (OKOL) will utilize 55 active volunteers to educate the public, law enforcement officers, emergency responders, bus drivers, truck drivers and an array of community groups about highway safety at railroad crossings. Efforts will include recruitment and training of additional volunteers. Trainers will receive additional refresher training at regional conferences and continued education via internet through the National Lifesaver website.

### Budget Summary: Railroad Highway Crossings

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
RH- 18- 02- 01- 14	Operation Lifesaver-00029	18,400.00	Section 402		
PT- 18- 07- 02- 00	State Match	4,600.00	State of Oklahoma		
<b>402 Total</b>		<b>18,400.00</b>			
<b>State Funds Total</b>		<b>4,600.00</b>			
<b>Total All Funds</b>		<b>23,000.00</b>			

## TEEN SAFETY PROGRAMS

Driver education and improvement programs are available to all ages in Oklahoma through such programs as the AARP “55 Alive” program and the Oklahoma Safety Council Defensive Driving Course, but teenage drivers normally receive their education and training through Driver Education programs at schools, which have been on the decline for the last several years, commercial driver training schools, and parent taught training. Statistics reflect that In 2015, 13,683 drivers age 16-19 were involved in motor vehicle crashes – *an 8.5% increase from the 12,611 drivers in 2014*. In order to address this problem, a number of strategies and programs have been developed and or supported to increase the education available to this age group.

### Strategies

#### **Evidence Based Strategies Selection**

- Graduated Driver Licensing Requirements for Beginning Drivers (CTW 4.1.1, page 4-9)
- Cell Phone and Text Messaging Laws (CTW 4.1.2, page 4-11)
- Communications and Outreach on Distracted Driving (CTW 4.2.2, page 4-20)
- Communications and Outreach Supporting Enforcement (CTW 3.4.1, page 3-38)
- GDL Intermediate License Violation Penalties (CTW 6.1.7, page 6-18)

#### **Assessment of Overall Traffic Safety Impacts of Teen Safety Programs**

Strategies proposed for the Teen Safety Program are designed to address the problems usually associated with teenage drivers. Drivers between 16-20 years of age are more prone to be involved in

traffic crashes due to inexperience and risk taking, are more prone to use electronic messaging devices while driving and more prone to other types of distraction such as friends, radio, etc.. As shown in the problem identification section on page 44, distracted driving is a major problem with this age group. The proposed programs are designed to employ education, enforcement, and peer interaction to bring about the desired result to decrease the number and severity of crashes involving teenage drivers.

**Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage this program area.

**Countermeasures Programs**

**Project Title:** Cinema Drive Teen Traffic Safety Program  
**Agency:** Children & Parent Resource Group  
**Project No:** TSP-18-02-02-01      **Funding Source:** 402      **Amount:** \$40,000.00  
**Primary Project Type:** Teen Safety Programs      **Total Budget:** \$40,000.00

**Description:** The program engages teenagers within a school setting in a multi-sensory experience to address the consequences of traffic safety including driving rules/laws, distracted driving and occupant protection. The program also provides follow-up sessions to reinforce the teenagers’ experience.

**Project Title:** Distracted Driving Prevention  
**Agency:** Educational Alternatives  
**Project No:** TSP-18-02-01-04      **Funding Source:** 402      **Amount:** \$92,158.00  
**Primary Project Type:** Driver Education      **Total Budget:** \$92,158.00

**Description:** In the fourth year of this pilot project, Educational Alternatives will recruit 120 teams to attend six peer-leadership activity planning conferences for Oklahoma high school and middle school student leaders to raise awareness and reduce distracted driving among their peers in their local schools and community. Each team will consist of five students and an adult adviser. These conferences will be conducted on Saturdays throughout the 2016-17 and early 2017-18 school years. The approach will use slightly older peers (college students) to motivate and train these students.

**Budget Summary: Teen Safety Programs**

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
TSP- 18- 02- 02- 01	Children & Parent Resourc-00085	40,000.00	Section 402		
TSP- 18- 02- 01- 04	Educ Alternatives-00065	92,158.00	Section 402	8,378.00	
PT- 18- 07- 02- 00	State Match	33,039.50	State of Oklahoma		
<b>402 Total</b>		<b>132,158.00</b>			
<b>State Funds Total</b>		<b>33,039.50</b>			
<b>Total All Funds</b>		<b>165,197.50</b>			

## TRAFFIC RECORDS

The Oklahoma Department of Public Safety is, by law, the official custodian of traffic records for the State of Oklahoma. The Records Management Division within the Department of Public Safety receives, records and provides official records. Records are received from various sources, including municipal and county courts, the Oklahoma Administrative Office of the Courts, records from other jurisdictions through established compacts, collision and incident reports from law enforcement agencies, and a variety of other sources. The Commissioner of Public Safety is charged with oversight of the official traffic record and other such documents. The OHSO works with various organizations to improve the accuracy, timeliness, completeness, accessibility, uniformity and integration of the various traffic records processes.

### Strategies

#### ***Evidence Based Strategies Selection***

The Oklahoma Traffic Records Council's five-year Strategic Plan for improving traffic records includes a number of strategies (the complete plan and timelines are included in the attached document "Oklahoma Traffic Records Council July 2015-June 2020 Strategic Plan"), including:

- Creation and implementation of a long-term plan for distribution of a statewide electronic crash reporting system (currently a dual system involving the PARIS and CRS systems, collectively referred to as *Paris.web*)
- Providing guidance in the integration of agency-specific third party systems with the Department of Public Safety crash reporting data systems.
- Review and provide input to the Commissioner of Public Safety on needed revisions to the Official Collision Reporting Form.
- Assisting in the dissemination of information on technology and systems through meetings and forums and TRCC meetings.
- Providing guidance and approve funding for the creation and development of a statewide impaired driving database as required by state law effective November 1, 2016.<sup>74</sup>

#### ***Oklahoma Traffic Records Council***

The Oklahoma Safety Management System (OSMS) established the Oklahoma Traffic Records Council (OTRC), otherwise referred to as the Traffic Records Coordinating Committee (TRCC), as the clearinghouse for traffic information resources in 1994 in response to the federally mandated management system of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The Council takes a leadership role in the coordination and planning for the design, development and implementation of highway safety information systems in the State. The OTRC is comprised of representatives from the following:



Lt. Colonel Russell Maples  
Oklahoma Highway Patrol  
Core Safety Database: Crash

Virgil Bonham, Vice Chair  
Director, Records Management  
Department of Public Safety  
Core Safety Database: Driver

Gerald Davidson, Chief of Staff  
Commissioner's Office  
Department of Public Safety  
Core Safety Database: Driver

Matt Warren  
Traffic Safety Engineer  
Department of Transportation  
Core Safety Database: Roadway

Paul Harris, Chair  
Director  
Oklahoma Highway Safety Office  
Core Safety Database: Driver

Tracy Wendling, M.P.H.  
Epidemiologist, Injury Prevention Service  
Oklahoma State Department of Health  
Core Safety Database: Injury Surveillance

Dale Adkerson  
EMS Division  
Oklahoma State Department of Health  
Core Safety Database: EMS

Terry Ham  
Oklahoma Tax Commission  
Core Safety Database: Vehicle

Phylisha Smotherman  
Director, Training & Help Desk  
Administrative Office of the Courts  
Core Safety Database: Citation & Adjudication

Brittany Berry  
Administrative Programs Officer  
CMV Division Troop S, Oklahoma Highway  
Patrol  
Core Safety Database: Crash/Vehicle

Lt. Jason Samuel  
Oklahoma City Police Department  
Traffic Investigations Division  
Core Safety Database: Crash

Sgt. J.J. Peters  
Tulsa Police Department  
Core Safety Database: Crash

Annetta Franks  
President, Oklahoma Municipal Court Clerks  
Association  
Core Safety Database: Citation/Adjudication

Lt. Colonel J.D. Wilson  
Oklahoma Highway Patrol  
Core Safety Database: Driver

Larry Ramsey (non-voting member)  
Safety Program Manager  
Federal Motor Carriers Safety Division  
Core Safety Database: Driver

**Assessment of Overall Traffic Safety Impacts of Traffic Records Strategies**

The traffic records strategies identified here impact every law enforcement agency in Oklahoma as well as the public need for timely and accurate access to traffic records. The project identified in this section, as well as those projects which have yet to be identified, address those needs by developing and improving access to traffic records through improvement of the systems and processes by which data is collected and submitted. Traffic safety will also benefit with the ability to better identify those high crash times and locations where traffic enforcement can be best deployed by law enforcement agencies. These efforts should impact the timeliness, quality and accuracy of traffic records statewide.

**Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various traffic records projects.

**Countermeasure Programs**

**Project Title:** Statewide Impaired Driver Database  
**Agency:** Department of Public Safety  
**Project No:** M3DA-18-06-04-01      **Funding Source:** 405(c)      **Amount:** \$200,000.00  
**Primary Project Type:** Traffic Records      **Total Budget:** \$200,000.00

**Description:** This funding is designated for use in the continued development of a statewide impaired driver database. This database was mandated by legislation passed during the FY16 session and effective on November 1, 2016. The state recognizes the need for a database to be able to follow an impaired driving charge from arrest through final disposition. This system would be utilized by all parties in the criminal justice system, including prevention and treatment, as allowed by law, to better recognize and deter impaired driving repeat offenders.

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**Project Title:** PARIS Software Development Project and Impaired Driver Database Hosting Services  
**Agency:** University of Oklahoma Board of Regents  
**Project No:** M3DA-18-06-02-12      **Funding Source:** 405(c)      **Amount:** \$200,000.00  
**Project No:** M3DA-18-06-03-02      **Funding Source:** 405(c)      **Amount:** \$36,000.00  
**Primary Project Type:** Traffic Records      **Total Budget:** \$236,000.00

**Description:** The University of Oklahoma School of Computer and Electrical Engineering will provide maintenance and ongoing support for the Police Automated Records Import System (PARIS) and web-based Collision Reporting System (CRS); install and maintain the PARIS and CRS systems for identified new users; create, update and provide support for any forms, documents or other types of electronic data submission related to these systems as requested; provide support for integration of the PARIS system with various components of the new Impaired Driver Database. In addition, the OU Center for ITS will provide internet connectivity, secure VPN connections, and a virtualized server to host the Impaired Driver Database system in the National Weather Center third floor machine room. The OU Center for ITS will continue to operate, manage and maintain the system, including continuous performance and security monitoring and system tuning to optimize performance.

**Project Title:** DPS E-Data Support  
**Agency:** Department of Public Safety  
**Project No:** M3DA-18-05-02-11      **Funding Source:** 405(c)      **Amount:** \$135,000.00  
**Primary Project Type:** Traffic Records      **Total Budget:** \$135,000.00

**Description:** This project, through a sub-agreement with the Office of Management and Enterprise Services, will provide partial funding for salary and benefits of designated IT personnel providing services in support of the newly implemented Impaired Driver Database system including development, implementation and system integration support services as needed.

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**Project Title:** OHP Enforcement Planner  
**Agency:** Department of Public Safety  
**Project No:** M3DA-18-05-01-05      **Funding Source:** 405(c)      **Amount:** \$101,500.00  
**Primary Project Type:** Traffic Records      **Total Budget:** \$101,500.00

**Description:** The DPS Futures, Capabilities and Plans Division will employ a full-time Enforcement Systems Planner. This position will work toward improving the current DPS crash reporting systems to better utilize electronic data submitted, such as that from PARIS and SAFE-T, and improve the accuracy of the data and timeliness to be able to generate multi-layer reports for use by law enforcement agencies to improve the effectiveness of traffic safety efforts. The position will work with both the OHP and local governmental agencies, utilizing both internal and external data systems, to support the creation of a statewide enforcement plan and traffic safety corridors, assist in integration of crash and criminal data systems (DDACTS), evaluate the effectiveness of the systems and be the lead in the creation of a wide variety of traffic records reports. This position will also be actively involved with the development, implementation and integration of the statewide Impaired Driving Database system.

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**Project Title:** Fatality Analysis Reporting System (FARS)  
**Agency:** OHSO  
**Project No:** DTNH-22-17-H-00134      **Funding Source:** Cooperative Agreement      **Amount:** \$70,000.00  
**Primary Project Type:** Traffic Records      **Total Budget:** \$70,000.00

**Description:** The Fatality Analysis Reporting System (FARS) provides a complete census of all fatal traffic crashes and contains relevant statistics drawn from information provided by individual FARS analysts in each State. Beginning January 1, 2006, with the implementation of Fast FARS, analysts forward preliminary data to the national database from fatal crashes within hours of notification by law enforcement agencies statewide. The National Highway Traffic Safety Administration (NHTSA) publishes compilations of States' data in its annual Traffic Safety Facts book.

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**Project Title:** SAFE-T Project  
**Agency:** University of Oklahoma Board of Regents  
**Project No:** M3DA-18-06-02-12      **Funding Source:** 405(c)      **Amount:** \$85,920.00  
**Primary Project Type:** Traffic Records      **Total Budget:** \$85,920.00

**Description:** The University of Oklahoma School of Computer Science will continue with maintenance and enhancement of the SAFE-T system. Activities will include the improvement and refinement of geocoded city street locations for the cities of Lawton, Enid, Stillwater, Muskogee and

Bartlesville; the editing and correction of current SAFE-T system query and reporting features as requested; the enhancement of the Sliding Scale analysis feature to search by roadway types and city streets; the selection of representative users (e.g., municipal planners) and interaction with them to implement enhancements that make the system more useful for planning and assessing municipal highway improvement projects; and the addition of new fields to the data exports and the development of the capability to save and load user criteria to enhance the user-friendliness of the system.

**Project Title:** Traffic Records Council Data Projects  
**Agency:** TBD  
**Project No:** M3DA-18-07-01-00      **Funding Source:** 405(c)      **Amount:** \$535,848.00  
**Primary Project Type:** Traffic Records      **Total Budget:** \$535,848.00

**Description:** The Oklahoma Traffic Records Council will consider various proposals to promote the goals of the States’ Traffic Records Strategic Plan in the coming year. These will be considered during the next scheduled review of the Strategic Plan. Further description and specific funding proposals relative to the HSP will be submitted to the TRCC at the appropriate time and submitted to NHTSA for review and approval.

### Program Area Management

**Project No:** TR-18-07-01-00      **Funding Source:** 402      **Amount:** \$118,602.00  
**Primary Project Type:** Traffic Records      **Total Budget:** \$118,602.00

**Description:** Program Area Management includes funds used for the costs of supporting projects and programs related to Traffic Records, including Program Manager salaries, benefits, operating costs, travel, etc.

### Budget Summary: Traffic Records

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
M3DA- 18- 07- 01- 00	Data Projects-TBD by TR Council - 5 Yr Plan	535,848.00	Section 405c		
M3DA- 18- 05- 01- 05	DPS-00023 - Enforcement Planner	101,500.00	Section 405c	9,227.30	
M3DA- 18- 05- 02- 11	DPS-00078 - E Data Support	135,000.00	Section 405c	12,272.75	
DTNH-22-17-H-00134	FARS	72,000.00	Cooperative Agreement	6,545.45	
M3DA- 18- 06- 04- 01	Impaired Driving Database	200,000.00	Section 405c		
M3DA- 18- 06- 03- 02	OU - Database Hosting - 126	36,000.00	Section 405c	7,344.00	
M3DA- 18- 06- 02- 12	OU - PARIS/CRS 125	200,000.00	Section 405c	40,372.00	
M3DA- 18- 06- 01- 15	OU - Safe T 123	85,920.00	Section 405c	16,574.00	
TR- 18- 07- 01- 00	Program Area Management	118,602.00	Section 402		
PT- 18- 07- 02- 00	State Match	29,650.50	State of Oklahoma		
M3DA- 18- 07- 02- 00	State Match	323,567.00	State of Oklahoma		
<b>402 Total</b>		<b>118,602.00</b>			
<b>405c Total</b>		<b>1,294,268.00</b>			
<b>NHTSA Cooperative Agreement</b>		<b>72,000.00</b>			
<b>State Funds Total</b>		<b>353,217.50</b>			
<b>Total All Funds</b>		<b>1,838,087.50</b>			
<b>405c MOE</b>		<b>335,134.25</b>			

## **PAID MEDIA**

### **Strategies**

In order to reinforce the overall brand of the OHSO, and the many campaigns and messages that we deliver, a strategic communications plan has been put in place. Strategic marketing is in its best form when all types of communication channels are considered, and strategies are 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.

#### ***Social Marketing Theory***

The best way to influence behavior change is through a proven and scientific practice called social marketing. Social marketing means influencing behavior. We are, in essence, selling 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 doesn't happen overnight.

No single tactic is most appropriate with social marketing campaigns. Our plans provide for multiple touch points 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.

#### ***Mobilizations***

The OHSO actively promotes the "Click It or Ticket" and "Drive Sober or Get Pulled Over" national 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 evaluate the success of the media campaigns based on reaching the target audience and engagement with the message.

#### ***Messaging Channels***

The OHSO maintains social media accounts and websites for both OHSO and their marketing campaign, ENDUI. The goal of social media outreach is to support the OHSO's vision and mission by promoting highway safety messages and promoting positive social norming messages that will reach a large audience within our targeted demographic. All OHSO produced media assets are available on our website and social channels.

#### ***OHSO Media/Communications Plan***

Each year the OHSO prepares a media and communications plan. The goal of the media/communications plan is to develop and produce a marketing strategy that supports the OHSO's

vision and mission through the appropriate use of print, broadcast, online, electronic and other types of messaging. Media efforts will support the objectives and strategies of each program area.

***Assessment of Overall Traffic Safety Impacts of Paid Media Strategies***

Utilizing a paid media consultant, evidence-based strategies will be employed to reach audiences statewide with traffic safety messages addressing a number of traffic safety initiatives, including impaired driving (Oklahoma ENDUI program as well as national mobilizations), occupant protection (Click It or Ticket), motorcycle safety, child passenger safety, bicycle/pedestrian safety and distracted driving. Identified markets include sports venues, local audience targeted programming and support of national mobilization efforts. The program will be designed to reach all seventy-seven counties as set forth in the OHSO Communications Plan, targeting the appropriate audience with an effective message. 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.

**Program Area Management**

Oklahoma will provide trained, qualified personnel to develop, monitor, coordinate and manage the various paid media projects.

**Countermeasure Programs**

***Paid Media***

**Project Title:** Paid Media Education and Awareness

**Agency:** VI Branding and Marketing

**See Budget Summary for Projects numbers, Funding Sources and Amounts**

**Primary Project Type:** Paid Media **Total Budget:** \$1,280,000.00

**Description:** This project will develop and produce a marketing communications strategy to address and support the identified programs and projects outlined in the Highway Safety Plan for the areas of: impaired driving (page 41), occupant protection (page 40), and motorcycle safety (page 44) in Oklahoma. Secondary messages may include other areas of concern such as distracted driving (page 44), child passenger safety (page 40), and bicycle/pedestrian safety (page 46). Through an advertising agency, appropriate media projects such as radio, television, online and digital advertising will be produced. A portion of the project funds will be used to buy air time and leverage additional make-good airtime.

The contractor may be called upon in developing and creating a marketing campaign focused on the promotion of increased enforcement, reduction of fatalities and injuries, and implementation of the campaign, once creative concepts/designs have been approved by the OHSO. The contractor will be responsible for conducting a statewide survey in order to evaluate the public’s awareness and attitudes regarding impaired driving, occupant protection, distracted driving and speeding. The results will be reviewed, along with other OHSO data, in order to assist with the development of future countermeasures. The contractor will also assist with the production of new media assets which OHSO will acquire full distribution rights.

The contractor will be required to evaluate the success of each media campaign based on reaching the target markets and audiences, reaching the target reach percentage, the frequency of the airings and the gross rating percentage of all radio and television spots. Social and digital advertising will be measured by impressions, target reach, time spent reading and the frequency of engagement with the message.

The OHSO will also work with a contractor to produce printed materials and other educational items related to highway safety messages. Printed materials are distributed free of charge to agencies, businesses and individuals within the state of Oklahoma as well as distributed by OHSO personnel at special events and/or outreach efforts. Requests for educational materials are placed primarily via the OHSO website.

State funding provided will be expended in compliance with Oklahoma State law.

**Project Title:** Paid Media Sports Marketing

**Agency:** OHSO – See Paid Media Budget Summary

**See Budget Summary for Projects numbers, Funding Sources and Amounts**

**Primary Project Type:** Paid Media

**Total Budget:** \$445,453.10

**Description:** 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 is designed to communicate our traffic safety messages as efficiently as possible.

A variety of sports marketing venues and print media vendors have been selected based on the maximum impact on appropriate target audiences (determined by statewide data). Primary messaging will be 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, and the OKC Dodgers minor league baseball organization.

**Budget Summary: Paid Media**

Project Number	Project Name	Budget	Budget Source	Indirect cost	Program Income
F2PE- 18- 02- 02- 04	Oklahoma Publishing Co	30,000.00	Section 405b		
F5PEM- 18- 02- 02- 04	Oklahoma Publishing Co	65,000.00	Section 405d		
PM- 18- 02- 03- 04	Oklahoma Publishing Co	15,000.00	Section 402		
F5PEM- 18- 02- 03- 00	Sports Marketing	440,453.10	Section 405d		
PM- 18- 02- 02- 00	Sports Marketing	5,000.00	Section 402		
F2PE- 18- 02- 01- 02	VI Marketing & Branding	353,700.00	Section 405b		
F5PEM- 18- 02- 01- 02	VI Marketing & Branding	630,500.00	Section 405d		
F9MA- 18- 02- 01- 02	VI Marketing & Branding	67,500.00	Section 405f		
PM- 18- 02- 01- 02	VI Marketing & Branding	118,400.00	Section 402		
F2HVE- 18- 07- 02- 00	State Match	95,925.00	State of Oklahoma		
F5HVE- 18- 07- 02- 00	State Match	283,988.28	State of Oklahoma		
F9MT- 18- 07- 02- ;00	State Match	16,875.00	State of Oklahoma		
PT- 18- 07- 02- 00	State Match	34,600.00	State of Oklahoma		
<b>402 Total</b>		<b>138,400.00</b>			
<b>405b Total</b>		<b>383,700.00</b>			
<b>405d Total</b>		<b>1,135,953.10</b>			
<b>405f Total</b>		<b>67,500.00</b>			
<b>State Funds Total</b>		<b>431,388.28</b>			
<b>Total All Funds</b>		<b>2,156,941.38</b>			

## Equipment Requested

OK FY2018 HSP Equipment List

Item	Agency	Project No.	Description	Fund	Pg	Amount	Qty	Total
1	Oklahoma County Sheriff's Office	PT-18-03-17-11	Vehicle	402	65	\$44,000	1	\$ 44,000.00
<b>TOTAL</b>								<b>\$ 44,000.00</b>

### JUSTIFICATIONS

*The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j))*

**Item 1:** This project includes funding for 100% FTE of a Project Deputy to conduct traffic safety education statewide and includes cost and maintenance of a motor vehicle for use by the Project Deputy assigned as the Traffic Safety Education Deputy. This position travels statewide and transports a large volume of traffic safety related materials as well as towing the Rollover Simulator trailer, the SIDNE vehicle trailer, and the Distracted/Impaired Driving Simulator trailer. The current vehicle was purchased in 2011 using grant funds. It currently has 140,000 miles on it and is experiencing frequent maintenance and repair. We wish to purchase a new Dodge Ram 1500 Model DS1L98 including Emergency Equipment and Technology for use by this project.



## **APPENDICES**

### **Appendix A to Part 1300 – Certifications and Assurance**

## **ATTACHMENTS**

- 1. Oklahoma Traffic Records Council Strategic Plan, revised 2015**
- 2. Recommendations and State responses to 2015 Traffic Records Assessment**
- 3. Interim Progress Reports on selected Performance Measures**
- 4. Assurance of continuation of Oklahoma Statewide Impaired Driving Plan, revised 2015**
- 5. HSP Cost Summary**
- 6. HSP Match Review**
- 7. Attitude Survey June 2017**