



THE HONORABLE KEVEN STITT
GOVERNOR OF OKLAHOMA

2019 ANNUAL REPORT

Oklahoma Highway Safety Office



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This annual report is required by NHTSA for the Federal Fiscal Year 2018 - from October 1, 2018 through September 30, 2019. This report contains a variety of crash data statistical references. The latest crash data currently available from the NHTSA FARS database (Fatality Analysis Reporting System) is calendar year 2018, which should still be considered preliminary at this time. The latest finalized crash data available from the State of Oklahoma crash database is calendar year 2018. Due to corrections made in the FARS database which are not reflected in the Oklahoma database, there are occasionally significant statistical differences related to actual numbers, use rates, and percentages between finalized FARS data and finalized State data. With the exception of the number of serious injuries and the seat belt use rates, all the Core Performance Measures addressed in this report are based on FARS data, and therefore FARS 2018 preliminary data will be used when required. For evaluation purposes, Oklahoma finalized 2018 data will be used when applicable. Prior to FFY2019, the number of Serious Injuries reported was based on the sum of both incapacitating (A) and Non-incapacitating (B) injuries as listed in the KABCO modified scale. Beginning with the FY2019 Highway Safety Plan, only (A) type injuries will be reported to coincide with upcoming changes to the serious injury definition as outlined in the MMUCC versions 4/5 and required adoption in mid-fiscal year 2019; however, prior to adoption it was difficult to obtain the proper data used for reporting. FY2019 is the baseline year for the new reporting, so we should see improvements for follow-on fiscal years.



Vision

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

Mission

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



View all OHSO reports, data and available materials online at:

Executive Summary

This report meets the requirements outlined in 23 CFR Part 1300.35 to submit an Annual Report within 90 days after the end of the fiscal year.

During the spring of FY19, Oklahoma experienced record flooding across large portions of our State. As a result of this declared natural disaster, many Oklahoma law enforcement agencies were required to respond to the flooding and related aftermath and were not able to execute highway safety grant activities. This resulted in a reduction of overall execution of allocated funding and an overall reduction in grant program activities.

Oklahoma law enforcement agencies continue to be challenged in their ability to complete highway safety grant funded activities due to the non-flexibility of the funds. The formula for Section 405 grant determination used by NHTSA as dictated by Federal law is not allocated based upon a data driven analysis. The funding percentages do not follow the problem analysis process as described in the Uniform Procedures for Highway Safety Grant Programs. For example, 405(d) is funded at nearly 50% of the National Priority Safety Program while alcohol impaired driving fatalities account for 29% of the overall fatalities. The funding percentages do not follow the published planning process based on the 2018 Fatal Motor Vehicle Crash Overview. The restrictions on 405 funds limit the State's ability to develop, fund, and implement comprehensive programs in these areas. It would greatly benefit the States for NHTSA to advocate flexibility of these funds to Congress.

The Oklahoma Highway Safety Office continues to move forward with implementing a performance based framework for traffic safety funding. The GAO report on traffic safety from October 2019 found that most federal surface transportation funds were distributed through formulas that often had no relationship to outcomes or grantees performances. It should also be noted that the funding allocated by Congress and NHTSA do not appear to be based upon any Problem Analysis or any performance measures for fatalities or serious injuries.

We look forward to continuing to work with NHTSA in keeping Oklahoma's roadways safe for all Oklahomans and for those that pass through our State.

Sincerely,

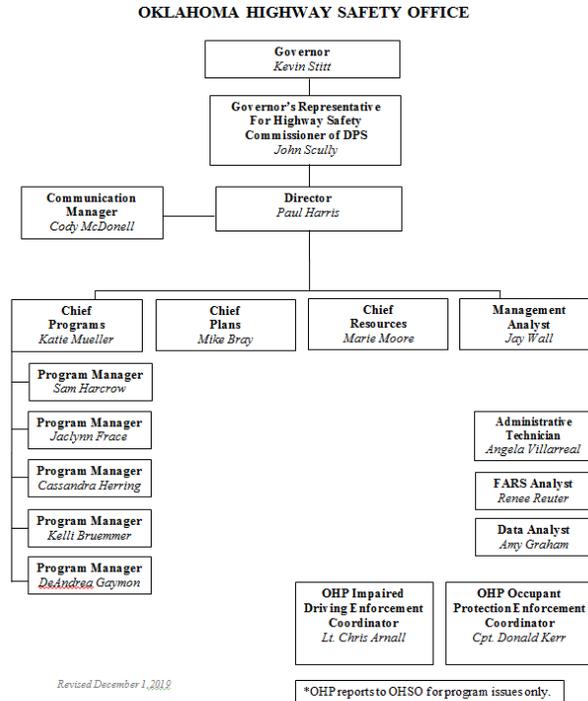
Paul Harris

Director, Oklahoma Highway Safety Office

OHSO Organizational Chart

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

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



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

C-1 Number of Traffic Fatalities (FARS DATA)

Target: To limit a projected increase in the number of traffic fatalities from 687 in 2016 to 699 in 2019.

Based on finalized Oklahoma data, there were 655 fatalities in CY2018, which is below the revised target of 691 for Fiscal Year 2018. Preliminary Oklahoma data for CY2019 shows a significant decrease in fatality crashes, 558, from the previous year and should remain well below the projected goal of 699. The 5-year rolling average is trending downward.

C-2 Number of Serious Injuries (OK DATA)

Target: To decrease the number of Serious Injuries in traffic crashes from 2788 in 2016 to 2806 in 2019.

Oklahoma data for FY2018 shows a decrease for serious injuries to 2452. Preliminary data for FY2019 again shows a marked decrease in the number of serious injuries to 1974.

C-3 Fatality Rates (FARS)

Target: To limit a projected increase in the Total Fatalities per 100M VMT rate from 1.41 in 2016 to 1.43 in 2019.

The measurement of fatalities per 100 million vehicle miles traveled (VMT) is a relatively small statistical number and thus a small deviation can reflect a significant change. Oklahoma met its 2017 statewide target with a fatality rate of 1.33. Finalized Oklahoma FY2018 for total fatalities per 100M VMT rate shows Oklahoma did not meet its FY2018 projected goal of 1.39. Rates are not available for FY2019 at this time.

Target: To decrease the Urban Fatalities per 100M VMT rate from 0.96 in 2016 to 0.78 in 2019.

Urban fatalities are defined as fatalities occurring in a city or town having a population of 5,000 or more. The Urban fatalities rate did not meet the target rate for CY2018 at 1.11. As noted previously, VMT rates for 2019 are not yet available for review; however, the targets were changed in the FY2018 HSP. This performance measure is showing an unfavorable rise in the 5-year rolling average, due primarily to significant increases in 2015 and 2016.

Target: To limit a projected increase in the Rural Fatalities per 100M VMT rate from 1.95 in 2016 to 2.05 in 2019.

The rural fatality rate is decreasing and the state met its target projection for 2018 with a rate of 1.76. As noted previously, VMT rates for 2019 are not yet available for review.

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

Target: To limit a projected increase in the number of unrestrained occupant fatalities (all seating positions) from 225 in 2016 to 210 in 2019.

Oklahoma met the 2018 target with 205 unrestrained fatalities and preliminary data indicates that the number will continue to show a decrease for FY2019.

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

Target: To decrease the number of fatalities involving a driver/operator .08 or more BAC from 186 in 2016 to 139 in 2019.

Oklahoma expects to exceed the projections in meeting this target for 2019. As the average is trending upwards as we've seen an increase from 151 fatalities in 2017 to 158 in 2018 as a result from crashes involving a driver or motorcycle operator with a BAC of .08 or more. Oklahoma preliminary data for FY2019 shows a 25% decrease, down to 119.

C-6 Speed Related Fatalities (FARS)

Target: To decrease the number of speed-related fatalities by 16%, from 176 in 2016 to 148 in 2019.

Using finalized Oklahoma data, CY2018 showed a significant reduction in speed related fatalities, 133, which is below the projections. Preliminary Oklahoma data for FY2019 shows another significant reduction, 25%, for speed-related fatalities.

C-7 Motorcyclist Fatalities (FARS)

Target: To decrease the number of motorcycle fatalities by 13%, from 88 in 2016 to 73 in 2019.

With the exception of 2014, Motorcycle fatalities have remained consistent each year in Oklahoma. Oklahoma did not meet its 2018 projections. Preliminary FY2019 data shows an improvement, 59 fatalities, and should be well below the FY2019 projections.

C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Target: limit a projected increase in unhelmeted motorcycle fatalities from 73 in 2016 to 62 in 2019.

Oklahoma met its target for 2018 with 53 unhelmeted motorcycle fatalities and preliminary data indicates the state will meet projections for 2019; currently sitting at 34 unhelmeted motorcycle fatalities.

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

Target: To decrease the number of drivers under the age of 21 involved in fatal crashes from 79 in 2016 to 73 in 2019.

Fatalities overall nationwide and in Oklahoma showed increases in 2015 and/or 2016; however, the overall trend for persons under the age of 21 involvement in fatal crashes is slightly downward. For FY2018 there were 83 drivers under the age of 21 involved in fatal crashes. Preliminary data reflects a 27% decrease from FY2018 and it appears will meet the FY2019 projections.

C-10 Number of Pedestrian Fatalities (FARS)

Target: To decrease the number of pedestrian fatalities from 91 in 2016 to 75 in 2019.

Along with the Urban Fatality Rate, this is only 1 of 2 areas showing a rising trend in fatalities over the last 5 years. Oklahoma will meet its 2018 projection, 64, for decreasing pedestrian fatalities; however, will more than likely not meet the 2019 target. This area continues to be a high-risk priority area.

C-11 Number of Pedalcyclist Fatalities (FARS)

Target: To maintain the number of pedalcyclist fatalities at the 2016 level of 5 in 2019.

Pedalcyclists include 2 and 3-wheel pedal powered vehicles as well as skateboards, scooters and other foot or limb-powered conveyances. This number has consistently averaged 6 deaths per year, but Oklahoma finalized 2018 data shows more than a 100% increase in, 16, with no causation realized. The number of pedalcyclist fatalities for FY2019 decreased to 11 and will not meet projections.

B-1 Statewide Seat Belt Use Rate

Target: To limit a projected decrease in the statewide safety belt use rate from 86.9% in 2017 to 86.7% in 2019.

The 2019 seatbelt use rate of 84.7%, the second lowest of the previous five (5) years' survey results, did not meet the projected seatbelt use rate.

5-Year Summary - NHTSA Core Performance Measures for Oklahoma

	2014	2015	2016	2017*	2018*	2019**
Traffic Fatalities (FARS)	669	645	683	657	655	558
Number of Serious Injuries* (OK)	15,401	13,197	13,469	12,741	2452	1974
Fatalities/VMT Overall (FARS)	1.40	1.35	1.41	1.33	N/A	N/A
Fatalities/VMT – Rural (FARS)	2.24	1.85	1.85	1.88	N/A	N/A
Fatalities/VMT – Urban (FARS)	0.75	0.96	1.00	.88	N/A	N/A
Unrestrained Fatalities (FARS)	258	218	224	233	205	192
Fatalities Involving a Driver or Motorcycle Operator with a BAC of .08 or More (FARS)	156	168	180	161	145	119
Speed Related Fatalities (FARS)	152	171	183	143	147	100
Motorcyclist Fatalities (FARS)	57	89	88	93	91	59
Unhelmeted Motorcyclist Fatalities (FARS)	44	62	64	68	60	34
Drivers Under age 21 Involved in Fatal Crashes (FARS)	84	105	79	93	83	61
Pedestrian Fatalities (FARS)	50	70	87	78	60	72
Bicyclist (pedalcyclist) Fatalities (FARS)	4	6	5	6	16	11
Statewide Seat Belt Use Rate (OK)	86.3%	84.4%	86.6%	86.9%	85.6%	84.7%
Grant Funded Enforcement Activity						
Seat Belt Citations	47,638	38,511	28,662	28,228	26,932	27,152
Impaired Driving Arrests	3,939	3,803	3,243	3,030	2,493	2,349
Speeding Citations	32,994	39,511	41,785	41,143	37,318	38,741
*FARS preliminary data (not finalized) as of 12/17/2018 **Oklahoma preliminary state data as of 12/17/2019						

Other Performance Measures

Railroad Safety

Target: To limit a projected increase in the number of rail grade crossing fatalities from 7 in 2016 to 6 in 2019.

Preliminary data indicates the 2019 target of no more than 6 will be met.

Target: To limit a projected increase in the number of rail grade crossing fatality and serious injury crashes from 6 in 2016 (state data) to 12 in 2019.

There were 11 KAB crashes at rail grade crossings in 2018, that did not meet the projection of 9 previously set. Current data indicates that the 2019 data will be close to or meeting the projection.

Drug-related fatalities

Target: To decrease the number of drug-related fatalities from 134 in 2016 to 92 in 2019.

Oklahoma saw an increase for multiple years due in part to better tracking of drug-related events, nearly 10% in the last reporting year. It is important to note that this statistic does not mean that the person was under the influence of or that drugs were the direct cause of the crash. It only means that some type of drug was either suspected or found to be in the persons system, including prescription medications which may or may not cause impairment. Preliminary data shows a marked improvement, 45; however, as stated above, this metric is difficult to track.

Distracted Drivers

Target: To decrease the number of distracted drivers involved in distracted driving-related KAB crashes from 1,404 in 2016 to 1,359 in 2019.

The projected targets were based on the previous definition for KAB crashes. For follow-on fiscal years, this target will reflect just KA crashes. Reporting for CY2018 there were 300 KA crashes, which resulted in 36 fatalities. FY2019 data shows similar results; however, more analysis is required.

Target: To decrease the number of distracted drivers age 16-24 involved in distracted driving-related KAB crashes from 504 in 2016 to 494 in 2019.

The projected targets were based on the previous definition for KAB crashes. For follow-on fiscal years, this target will reflect just KA crashes. There were 464 drives age 16-24 involved in fatal and serious injury crashes in 2018, just below the target of 491 in 2018. To date in 2019 there have been 349 drivers in this age group and below the 412 target set, but the number is likely to increase.

Traffic Records

Target: To increase the number of agencies using and number of arrest reports submitted through the Impaired Driving Offender Database by 10% from 38 and 5104 as of March 31, 2018 to 42 and 5,614 as of March 31, 2019.

The IDOD is meeting the target as of September 30, 2019.

Target: To develop a new electronic crash reporting system allowing access by all Oklahoma Law Enforcement Agencies by December 31, 2019.

This is still in progress; plans for implementation prior to FY2021.

Coordination with the State Strategic Highway Safety Plan (SHSP)

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

Traffic Safety Surveys

Through agreements with our partners, the OHSO conducted several statewide traffic safety surveys in 2019:

- Statewide Seat Belt Use Survey (*OP-19-06-01-00*)
- Statewide Child Restraint Use Survey (*OP-19-06-01-00*)
- Attitude & Awareness Survey (*split funded PM-19-02-01-03, M2PE-19-02-01-03, M2X-19-06-01-00*)
- Automated Enforcement Survey (*PT-19-06-02-00*)

Partnerships in Traffic Safety

Distracted Driving

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

Safe Communities/Community Traffic Safety Programs

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

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

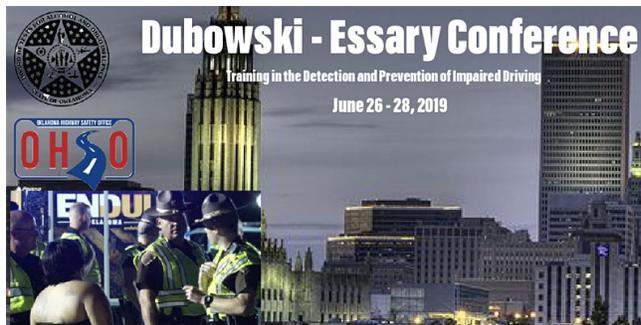
Energize for Safety Coalition

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

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

Other Notable Events

- *New Partnership with Oklahoma Bar Association* - OHSO established a new partnership with the Oklahoma Bar Association to take leadership and oversight of the Judicial Outreach Liaison Program. We also brought on a new JOL – Ret. Judge Rod Ring to replace outgoing JOL, Ret. Judge Carol Hubbard.
- *New Safe Kids Coalition* - Oklahoma’s state office for Safe Kids established a new coalition with the Apache Nation of Oklahoma – Safe Kids Na-I-Sha.
- *ENDUI Checkpoints yield 2,000th Arrest* - In partnership with Oklahoma Highway Patrol and multi-agency ENDUI enforcement teams, the ENDUI program yielded its 2,000th impaired driving arrest in FY18.
- *“Buckle Up like a Champion Today”* – Norman Police Department lead a pilot program for increasing community support for occupant protection. The OHSO was involved in the advisory board in program management and community education. A media event and kickoff was held in Norman with Regional Administrator Maggie Gunnels in attendance.
- *Duboskwi-Essary Conference* – As a capstone for the statewide Impaired Driving Investigator initiative, the second annual Dubowski- Essary conference was held to expand officers’ knowledge of impaired driving.



- *ARIDE – Advanced Roadside Impaired Driving Enforcement.* A training conference to bridge the training gap between Standardized Field Sobriety Testing and the Drug Evaluation and Classification program.



Legislative Update

There were a number of measures affecting traffic safety introduced in this year’s legislative session

Passed:

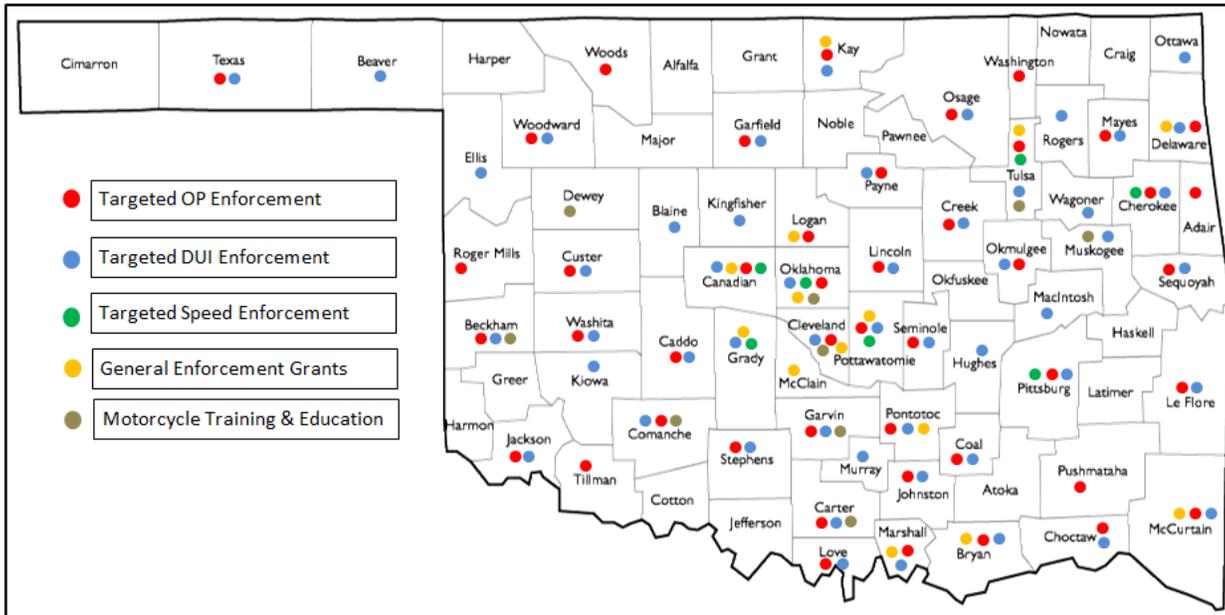
- SB712 – Impaired Driving Law, established IDAP.
- SB0089 – Move over for emergency vehicles.

Failed to pass or did not pass out of committee:

- HB1456 – Child Passenger Safety; attempted to raise the age from eight (8) to fourteen (14) for use of safety belt in rear seat.

Enforcement Activity Statewide

Oklahoma Law Enforcement Agencies conducted grant funded enforcement activities in 68 of 77 counties in Oklahoma during FFY2019. The map below indicates the types of activity conducted, both enforcement and non-enforcement, and the funding source utilized.



A total of 49 law enforcement agencies received grants which included funding for overtime traffic enforcement activities - resulting in a total of 127,965 written violations issued.

Participation in Nationwide Mobilizations



Oklahoma participated in the 2019 *Click It or Ticket, Drive Sober or Get Pulled Over* and December 2017 Holiday Impaired Driving mobilizations. The Labor Day and December Holiday impaired driving mobilizations were conducted with the Oklahoma ENDUI tagline. The OHSO website contains a Mobilization Reporting System which allows agencies to submit participation activity electronically for each mobilization. For several years Oklahoma has employed law enforcement liaisons with the Oklahoma Highway Patrol to aid in working with local agencies on their seat belt and impaired driving programs and encourage participation in these mobilizations.

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



Selective Traffic Enforcement Program

All of the projects selected for inclusion in the Oklahoma FY2019 Highway Safety Plan contribute in some manner to the overall goal of improving traffic safety efforts to reduce the number and severity of traffic crashes in the State of Oklahoma to save lives. Projects specifically addressing enforcement activities using proven countermeasures are usually indicated by the use of the term “Enforcement” in the Project Title, for example: Norman Traffic Enforcement.

Impaired Driving Program Summary

In FY2019, OHSO provided grants to 23 agencies statewide, including the OHP, to conduct enforcement, training, or educational activities primarily dedicated to impaired driving affecting the majority of the counties in Oklahoma¹. These overtime efforts resulted in 3,725 arrests for impaired driving offenses. There were also a number of projects that addressed increased training and education in impaired driving offenses for judges and prosecutors.

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



On April 20, 2019 Oklahoma along with six other states conducted a 42-hour enhanced drug-impaired driving effort to focus attention on the hazards of driving under the influence of drugs, including marijuana. There were 31 arrests made during this period related to suspected marijuana impairment.

Impaired Driving Program Activities

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

***M5HVE-19-03-01-13
M5BAC-19-05-01-11
AL-19-05-01-12
M5IDC-19-05-01-11***

Utilizing all 13 field Troops, the OHP conducted sustained overtime impaired enforcement in 49 of the State’s 77 counties. Data from KAB crashes was determine the amount of funding provided to each Troop. This project arrest of 1,412 impaired drivers statewide during the grant year.



driving utilized to resulted in the

In addition to overtime enforcement, an OHP Statewide Impaired Driving/Occupant Protection Coordinator and five (5) full-time Impaired Driving Liaisons. The IDLs are primarily tasked

¹ See map on page 14

with the implementation and coordination of regional impaired driving areal-wide task force efforts to promote checkpoints and STEP programs directed at impaired driving as well as assisting with any training that may be needed. This year, the IDLs conducted 74 area-wide mobilizations events statewide. Over 1,000 DUI arrests were made as a result of the efforts made by IDL's through planned checkpoints/saturations and overtime DUI enforcement shifts by Troopers throughout the state.

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

OKLAHOMA COUNTY IMPAIRED DRIVING ENFORCEMENT

***PT-19-03-16-12
M5OT-19-03-01-03L***

This project provided funding for overtime high-visibility impaired driving and occupant protection enforcement. Deputies and Reserve Deputies with OCSO worked a total of 964 hours of overtime on this project, with 964 hours directed toward impaired driving enforcement, 750 hours for occupant protection enforcement and 1,100 hours of general traffic enforcement. Overtime enforcement resulted in 94 DUI arrests, 1,565 OP violations, 915 speeding violations and 2754 other types of violations.

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

ODMHSAS 2M2L TASK FORCE PROJECT

M5OT-19-05-02-03

In 2019, law enforcement agencies participated and timely reported targeted alcohol compliance enforcement. Grove Police Department conducted two activities, Tahlequah Police Department participated in four activities, Pittsburg County Sheriff participated in four activities, Norman Police Department participated in eleven activities, Durant Police Department participated in one activity, Anadarko Police Department participated in two activity, Tulsa Police Department participated in four activities, Broken Arrow Police Department participated in one activity and Oklahoma County Sheriff participated in two activity totaling 31 alcohol compliance enforcement activities. All agencies received training from ABLE prior to their efforts related to 2M2L Taskforce activities such as Controlled Party Dispersals, Alcohol Compliance Checks, and Bar Checks for over service.

ODMHSAS ALCOHOLEDU PROJECT

AL-19-02-02-06

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

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

***M5TR-19-05-01-06
M5BAC-19-02-01-01***

“DUI cases have become some of the most complex in the criminal justice system. These challenges range from the initial law enforcement stop of the vehicle to the testing procedures used to determine alcohol concentration in blood, breath, and urine samples to possible alternative explanations for those results.”² Without the ability to conduct quantitative and qualitative analysis in a proper and timely fashion, the needs of the judicial system, the police officer, the citizen and the public are not served. For several years, the OHSO has partnered with the Oklahoma Board of Tests (BOT) and the Oklahoma State Bureau of Investigation (OSBI) to increase and improve testing and analysis of DUI test results.

² NHTSA Challenges and Defenses II, DOT HS 811707, March 2013

Increased impaired driving enforcement leads to increased breath testing. The continued effort to provide training in areas that show a need for more intoxilyzer 8000 operators is ongoing. The Board of Tests provided fifty seven regional training classes throughout the State of Oklahoma. I used data available from the breath testing instruments and determined areas of the State that needed training in their particular areas. I attempted to take the data and choose locations which would benefit a particular area along with taking into consideration the requirements needed to conduct a classroom. The Board of Tests also provided State wide training to Judicial Conferences, District Attorney's Council Conferences and the Defense Attorney's Bar Conferences to establish a foundation to our Judicial branch. I worked with the Oklahoma Highway Patrol and Lawton Police Department to complete training in a way which includes several aspects of impaired driving detection and investigation. I also worked with the CLEET Training Coordinator to attempt getting the Board of Tests classes onto the CLEET website. This area is still in progress.

The Board of Tests stated goal was achieved. The 2019 year shows 5163 valid Intoxilyzer 8000 operators. The organization had 4156 valid operators for 2018. This is 1007 more valid operators than the previous year. During this year 262 individuals were trained in ARIDE through 13 separate training events that was coordinated through BOT. 74 instructors were taught.

This project provides two laboratory analysts to the OSBI Toxicology laboratory. The analysts provided are devoted solely to DUI casework. These analysts help to deal with the extra submittals that are incurred through additional law enforcement activities relating to DUI enforcement, in turn increasing the number of submittals to the OSBI Toxicology laboratory. In addition to the two analysts provided, this project also assisted the Toxicology laboratory with service contract costs for the LC-MS-MS instrument provided by the OHSO in 2012.

OKLAHOMA CITY PD DRE PROGRAM

AL-19-02-01-15

DRE (Drug Recognition Expert) is a training course to aid in the detection and evaluation of impairment resulting from misuse of drugs, alcohol, or other substances that may impair driving ability. The DRE course is a rigorous two-week course and provides extensive knowledge concerning drug impairment. All students that arrived to take the test passed the Certification Knowledge Exam and received certification as a DRE. Two new departments were added to the list of departments. Twenty-one (21) new DRE were certified.

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

***M5TR-19-02-01-16
M5CS-19-02-01-01
M5CS-19-06-01-01***

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

In FY19, the TSRP project conducted 125 hours of continuing education across 27 separate training sessions and events while hosting approximately 526 traffic safety partners. These training events included the 2019 Prosecutor Boot Camp and Trial Advocacy workshop; the annual Prosecuting the Impaired Driver breakout held during the DAC Summer Conference; the pilot training for NHTSA's new "Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases" national curriculum; and 7 Cops in Court trainings across Oklahoma in support of OHSO's Impaired Driving Investigator Course.

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

COMMUNITY IMPAIRED DRIVING ENFORCEMENT PROJECTS

As reflected on the map on page 14, there were enforcement grants provided to fifty-two (52) Oklahoma law enforcement agencies in FY2018. Of those, 13 were specific to high-visibility impaired driving enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). Such countermeasures have long been recognized as effective countermeasures to prevent DUI related crashes. With the exception of those projects detailed above, all of these were local community projects. Local community agencies conducting primary impaired driving enforcement included the following:

Alva PD	AL-19-03-08-06
Del City PD	AL-19-03-01-06
Enid PD	AL-19-03-07-15
Lawton PD	AL-19-03-02-16
Madill PD	AL-19-02-06-11
Sand Springs PD	AL-19-03-04-16
Tulsa Co SO	AL-19-03-05-12

The above agencies reported a total of 980 arrests for impaired driving during grant funded overtime.

Motorcycle Safety Program Summary

Preliminary data indicates that Oklahoma will meet both targets for motorcycle safety in 2019. Of the 59 fatalities reported for FY2019 (OK data), 34 (58%) were unhelmeted. Oklahoma has addressed the traffic problems associated with the increased number of motorcyclists on the highways over the last several years by expanding training and education programs. The Oklahoma Advisory Committee for Motorcycle Safety and Education reviews and makes recommendations on applications for possible grant funding and solicits input from its members and partners on motorcycle safety matters. In November of 2016, a new law was passed requiring that a person under age 18 complete at least a basic rider course before being issued a motorcycle endorsement. We have not been, and do not expect to be in the foreseeable future, successful in getting a mandatory helmet law passed for all riders.

Motorcycle Safety Program Activities

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

ABATE MOTORCYCLE SAFETY EDUCATION

STMC-19-02-03-04

The purpose of the Share the Road (StR) program is to teach motorists how to more safely share the road with motorcycles. Excellent training is provided in Oklahoma to train motorcycle riders. However, there is an abysmal lack of initial education, & continuing education, to automobile/truck/bus drivers on how to reduce & prevent crashes with motorcycles. ABATE of Oklahoma, an all-volunteer organization, seeks to remediate the crash & fatality statistics on OK roads by better educating the driving public.

We have three StR presentations: general (automobile drivers); commercial (trucking/oilfield service companies) and bus driver (school bus drivers). These programs are presented by trained StR instructors on how to identify motorcycles in a traffic scene & avoid crashes. We have been regular presenters at the graduating CDL class event at Central Technology Centers. This engagement is likely to continue into future years.

They also conduct outreach events at weekly bike nights and other events in our communities, reaching out to make other motorcyclists (and drivers) aware of our programs. This has resulted in numerous referrals. Additionally, we participate in well-attended, large volume public events (RV/Boat shows; home & garden shows) and present a StR program. These venues also frequently feature our very visibly branded "StR trailer" which contains a wrecked motorcycle. There is an impactful story which accompanies this motorcycle (the rider was killed by a driver violating his right-of-way) & it garners much attention & elicits significant interest in our program.

In FY2019, they were invited to participate in the "Oklahoma Challenge" and make STR presentations to over 2,000 teen drivers across the entire state of Oklahoma.

EDMOND PD MOTORCYCLE SAFETY EDUCATION

STMC-19-02-05-21

The overall nature of the grant is to reduce crashes involving motorcycles, especially those that result in serious injury or death. The way to reduce motorcycle crashes is to educate and train motorcycle riders on what causes crashes and how to avoid them. This is accomplished through rider safety and skill courses taught on weekends by trained Edmond Police Department motorcycle officers.

The Edmond Police Department has created 2 courses, a level 1 rider course that starts with the basics such as proper starting and stopping, rider posture, picking up a downed motorcycle, and rider skills. The level 2 course is a more advanced course which revisits the basic skills but builds on them and adds higher speeds and braking skills.

The grant has covered the costs of equipment, travel and overtime salary costs. We have had positive participation from the motorcycle officers who enjoy teaching civilians how to keep themselves safer on the roads by improving their knowledge and skills on how to ride.

DPS MOTORCYCLE EDUCATION QUALITY ASSURANCE PROGRAM

STMC-19-05-01-07

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

OSU-OKC MOTORCYCLE TRAINING AND EDUCATION

STMC-19-02-07-08

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

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

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

COMMUNITY MOTORCYCLE SAFETY AND EDUCATION PROJECTS

There were six other motorcycle safety related grants provided to various communities in FY2019 to conduct either MSF training or share the road motorcycle safety and education events, including the following:

Broken Arrow PD	STMC-19-02-04-19
Great Plains Technology Center	STMC-19-02-06-08
Southern Oklahoma Technology Center	STMC-19-02-08-07
Southwest Technology Center	STMC-19-02-09-05
Tulsa Police Department	STMC-19-02-10-12
Western Technology Center	STMC-19-02-11-03

Occupant Protection Program Summary

The Oklahoma 2019 Observational Seat Belt Survey was completed and certification submitted. The 2019 survey reflected a decrease in the combined restraint use rate in from 85.6% in 2018 to 84.7% in 2019. The Oklahoma 2019 Statewide Child Restraint Survey reflected a slight decrease from 91.1% in 2018 to 83.3% in 2019³. The complete survey reports can be found on the OHSO website. As part of the requirements to obtain special Federal funding for occupant protection projects, referred to as Section 405(b) funds, Oklahoma has previously developed a statewide Occupant Protection Plan to identify those low use areas and promote education and enforcement projects in those areas. This plan promotes sustained enforcement of occupant protection violations. *Starting with the FY2017 grants, all Occupant Protection primary enforcement grants were required to conduct at least 10% of their enforcement during nighttime hours.* We believe that the increased enforcement efforts, coupled with public information events, contributed significantly to the increased observed seat belt use rate in 2017, yet past history has shown problems in sustaining improvement, as evidenced in the 2019 results. All grantees having traffic enforcement grants are required to submit monthly reports on the number of impaired driving, occupant protection, speeding and other type violations issued during grant funded operations.

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

Program Activities

OHP STATEWIDE HIGH VISIBILITY OCCUPANT PROTECTION ENFORCEMENT

M2HVE-19-03-01-13

Under the direction of an OHP Statewide Impaired Driving/Occupant Protection Coordinator, utilizing all 13 field troops and employing a combination of traffic safety checkpoints, saturation patrols, nighttime saturation and multi-agency special emphasis, the OHP conducted statewide overtime seat belt enforcement. Enforcement was concentrated in counties impacting 75% of the State's population and counties identified in the 2018 Statewide Seat Belt Survey as having low use rates. NHTSA studies have long recognized that enforcement combined with education is an effective countermeasure in addressing improvement of seat belt use rates.⁴ The Statewide Coordinator also promoted seat belt enforcement efforts with local law enforcement agencies. OHP worked 295 hours of overtime seat belt enforcement

³ The Child Restraint Survey use rate does not reflect whether the seat was installed or being used correctly.

⁴ NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2017

during nighttime hours representing 5% of total hours, falling short of the projected 10%. This grant resulted in 7,465 seat belt citations issued.

SAFE KIDS OKLAHOMA, INC. CHILD PASSENGER SAFETY PROGRAM

***M2CPS-19-02-01-21
M2TR-19-02-01-21
M2CSS-19-02-02-21***

TULSA AREA SAFE KIDS CHILD PASSENGER SAFETY PROGRAM

***M2CPS-19-02-02-19
M2TR-19-02-02-19
M2CSS-19-02-02-19***

We are fortunate to have two high performance Child Passenger Safety programs that take the lead in CPS efforts in Oklahoma. Working as a team, Safe Kids Oklahoma in Oklahoma City and Tulsa Area Safe Kids at St. Francis Hospital in Tulsa coordinate their efforts to provide CPS services to all 77 counties in Oklahoma. Safe Kids Tulsa hosted the annual Martha Collar Tech Reunion with 177 attendees. This annual event provides training, education and assistance with recertification requirements for Oklahoma CPS Technicians and Instructors.



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

- Checked 2883 child seats for correct installation and use
- Distributed 1,883 car seats for needy families
- Sponsored 169 community car seat checkup events
- Conducted 53 community child seat workshops
- Conducted 18 technician certification/recertification courses for 169 technicians

Oklahoma's recertification rate increased from 56.5% in 2018 to 58.0% in 2019.

SAFE KIDS WORLDWIDE CPS TECHNICIAN CERTIFICATION PROJECT

STCPS-19-02-02-00

The stated purpose of this project is to assist in maintaining and increasing the number of Child Passenger Safety Technicians and Child Passenger Safety Instructors who provide CPS services statewide by providing scholarship funds to assist with the required certification or re-certification fees to Safe Kids Worldwide. A scholarship committee consisting of an OHSO Program manager and a representative from each of our Safe Kids partners reviews and approves all applications for financial assistance and approval by all committee members is required. During this fiscal year, 50 technicians were provided scholarship funds totaling \$3,930.

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

***OP-19-02-01-05
OP-19-02-02-05***

SAFE (Seatbelts Are For Everyone) is a partnership between students, law enforcement agencies and traffic safety advocates designed to bring awareness to the importance of wearing seat belts to reduce the number and severity of KAB crashes among Oklahoma's high school students. This year marked an increase in participation with 20 schools participating. This school year (2018-2019), the SAFE program served 9619 students, compared to 5556 students served during the 2017-2018 school year. When comparing fall survey results (76% of students wearing seat belts) with final spring results (84% of students wearing seat belts) indicated an 8% increase in seat belt use among the SAFE schools. Due to the two-week teacher walk out, four schools didn't complete the spring final seat belt survey.

A big success for the program was the integration of the teen conference with the OHSO Traffic Safety Forum. The teens were able to attend the Precision Driving Center and learn those skills as well as attend sessions during the conference to expand their knowledge of traffic safety issues. We created a startup kit for each of the schools participating in the program this year. It included brochures, flyers, posters, USB bracelet, SAFE logo bracelets, coasters, stickers, key chains, t-shirts (2 for prizes), tote bags with SAFE logo, pencils and if it was a new school, the pledge cards and safety vests. This was an all in one effort so the schools had everything they might need to get started for the year.

COMMUNITY OCCUPANT PROTECTION ENFORCEMENT AND EDUCATION

As reflected on the statewide enforcement activity map on page 14, there were enforcement grants provided to 52 Oklahoma law enforcement agencies in FY2018. Of those, three (3) were specific to high-visibility occupant protection enforcement (all enforcement projects are required to conduct PI&E activities in support of the project). Such countermeasures have long been recognized as effective countermeasures to increase seat belt compliance⁵. In addition to the OHP statewide program previously described, the local agencies included the following:

Anadarko PD	M5OT-19-03-01-03A
Oklahoma City PD	OP-19-03-02-15
Rogers CO SO	OP-19-03-03-01

The above agencies reported a total of 2405 violation notices for seat belt/child restraint were issued during grant funded overtime.

Bicycle/Pedestrian Safety Program Summary

Program Activities

INCOG BICYCLE/PEDESTRIAN SAFETY PROJECT

PS-19-02-01-05

This project sought to improve pedestrian and bike safety in the Tulsa region primarily (1) by conducting a media education campaign, (2) hosting a CLEET certified ordinance training for local officers, (3) creation of the ped-bike mural. Coordination with local engineers, etc. did also occur though was done in partnership with this grant rather than funded through this grant. Most activities were public education and outreach in nature- for safe travel habits.

Personal involved were multiple marketing and media entities (Resolute PR, Humble Sons Co. for website development and Bike Club Events, Melissa Luke Photography and City of Tulsa and City of Broken Arrow Communications Staff. Also officers from various PDs in the region.

SAFE KIDS OK BICYCLE/PEDESTRIAN SAFETY PROJECT

PS-19-02-02-21

Safe Kids Oklahoma was excited to have the opportunity to help decrease bike and pedestrian fatalities in Oklahoma for a second year. This year we were able to capitalize on the foundation that was laid last year, and expand our services.

In FY2019, we partnered with 9 elementary schools to provide bike and pedestrian safety education to 2,042 students. At two of those schools, we hosted Bike to School events in May, and at three of the schools we hosted Walk to School events in October. We provided bike and pedestrian safety at 19 community events that reached 7,900 children, parents and professionals, including Safe Kids Day at the OKC Zoo where we had booths dedicated to Spot the Tot, Bike Safety and Pedestrian Safety. We also coordinated 3 bike rodeos.

We were delighted to partner with OK Challenge, Energize for Safety and Indian Health Clinic to focus on Teen Pedestrian Safety and see how responsive 3,275 teenagers were to the "Heads Up, Phones Down" message.

⁵ NHTSA Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition

Police Traffic Services/Speed Abatement Program Summary

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

Collision Investigation

OHP CRASH TEAMS PROJECT

AI-19-06-01-08

This project funds equipment for the OHP Traffic Homicide Unit to investigate serious injury and fatal collisions with highly advanced equipment that causes the data in the state crash form to be more accurate and timely. The grant requires OHP to assist Oklahoma's law enforcement community when major collisions occur in their jurisdiction. The amount of agencies requesting assistance with OHSO funded grant equipment is growing each year causing the majority of the collisions that results in Suspected Serious Injury and Death to be more accurate as to cause and location and more timely as the scenes and diagrams are processed with more accuracy and quicker. The OHP THU working in conjunction with OHSO conducted a training class for the Oklahoma law enforcement agencies who had at least one fatal in their jurisdiction, making them aware of reporting requirements and the assistance available to them. OHP conducts a class each month for OHP and local agencies on collision reporting. Member of the OHP Traffic Homicide Unit conduct these classes and respond to assist local law enforcement.

OHP ADVANCED CRASH INVESTIGATION TRAINING PROJECT

AI-19-02-01-03

The goal of this project was to provide law enforcement partner agencies with advanced level, crash investigation training. During ffy 2019, a total of four (4) classes were offered, which included; Traffic Crash Reconstruction Update (1 in Muskogee, and 1 in OKC), Commercial Motor Vehicle Crash Reconstruction, and Auto/Ped and Motorcycle Crash Investigation.

These classes were primarily taught by Lieutenant James Loftis and Trooper Jason Riddle. Two more troopers were identified to mentor as new instructors and they are Tim Baker and Jared Sharp.

All classes received acceptable evaluations and were considered to be a success.

COMMUNITY TRAFFIC ENFORCEMENT PROJECTS

There were twenty-seven (27) general traffic enforcement grants funded this year to support local community efforts, with twelve (12) of those being dedicated specifically to speed abatement. *All general enforcement projects are encouraged to include ongoing speed enforcement as an integral part of their project. As with impaired driving and occupant protection, all enforcement grants are required to submit the number of DUI, OP, and speed related violations issued during grant funded enforcement activity.* The local agencies receiving general enforcement grants this year include the following:

General traffic enforcement

Alva PD	PT-19-03-22-06	McCurtain CO SO	PT-19-03-23-03
Beaver CO SO	PT-19-03-01-01	McLoud PD	PT-19-03-12-04
Bixby PD	PT-19-03-02-18	Midwest City PD	PT-19-03-13-16
Calera PD	PT-19-03-03-10	Mustang PD	PT-19-03-16-12
Creek CO SO	PT-19-03-04-08	Norman PD	PT-19-03-15-11
Drumright PD	PT-19-03-05-06	Oklahoma CO SO	PT-19-03-16-12
Durant PD	PT-19-03-06-16	Ponca City PD	PT-19-03-17-12
Grove PD	PT-19-03-07-10	Pottawatomie Co SO	PT-19-03-18-09
Guthrie PD	PT-19-03-08-03	Sapulpa PD	PT-19-03-19-18
Grove PD	PT-18-03-09-09	Seminole PD	PT-19-03-24-03
Idabel PD	PT-19-03-09-06	Sequoyah CO SO	PT-19-03-25-01
Kay CO SO	PT-19-03-10-01	Stillwater PD	PT-19-03-26-03
McIntosh CO SO	PT-19-03-11-02	Warr Acres PD	PT-18-03-25-08

The above agencies reported a total of 32,715 traffic violation notices issued, of which 13,465 were speed related, 4,113 were for seat belt/child restraint violations, and 110 were impaired driving arrests.

Speed Enforcement Grants

Bartlesville PD	SE-19-03-01-01	Owasso PD	SE-19-03-07-14
Bethany PD	SE-19-03-02-16	Piedmont PD	SE-19-03-08-03
Broken Arrow PD	SE-19-03-03-19	Shawnee PD	SE-19-03-09-13
Bryan CO SO	SE-19-03-04-02	Tecumseh PD	SE-19-03-10-09
Edmond PD	SE-19-03-05-21	Tulsa CO SO	SE-19-03-11-12
McAlester PD	SE-19-03-06-10	Tulsa PD	SE-19-03-12-12

At the core of any traffic safety improvement program is the ability to collect pertinent data to aid in defining the problem and to be able to evaluate the success of the countermeasures employed. The below projects funded by the Highway Safety Office in FY2019 were designed with this end in mind.

Program Activities

OU PARIS SOFTWARE DEVELOPMENT & INTEGRATION

M3DA-19-06-04-16

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

Major activities included the release of updated and bug-fixed PARIS client releases for all agencies, continued maintenance and support of the online Collision Reporting System, and violation/bond updates. In addition, a new feature, "Search Statewide PARIS collision" on PARIS, was also released.

This work was completed by developers, students, and faculty at the OU Center for Intelligent Transportation System.

DPS E-DATA SUPPORT

M3DA-19-05-02-12

This project continued to provide logistical and technical support for the agencies using the PARIS electronic crash reporting system. The two personnel funded in this project were transferred from DPS employees to OMES employees during this year. The two support personnel 2465 hours in support of this project, completing 1,120 work orders.

OU SAFE-T PROJECT

M3DA-19-06-04-16

SAFE-T is an automated collision analysis and reporting system that enables highway safety stakeholders on a statewide basis - including municipal planners and engineers, ODOT engineers and analysts, and OHP Troop Commanders and enforcement planners - to access data and statistics in order to identify problem areas, plan roadway changes, and take other actions to make Oklahoma roadways safer.

SAFE-T has been developed through a partnership between OHSO, ODOT, and the University of Oklahoma Center for Intelligent Transportation Systems. The system examines the state's collision database to discover the number of collisions that have occurred, when and where the collisions occur, and what factors lead to the collisions. SAFE-T replaced several outdated legacy mainframe applications and provides new crash data analysis and reporting not previously available in any other system.

This project has supported ongoing maintenance of the SAFE-T system and has enabled several important system enhancements. SAFE-T developers modified contact information, help text, and password reset functionality on home page and criteria form. New code was developed to automatically save search criteria for each user. SAFE-T developers met with ODOT personnel to discuss ESRI road information for mapping, obtaining geographic data from ESRI's REST services and populating the SAFE-T database. SAFE-T developers worked with INCOG to research an issue in Sand Springs collision reports. Made modifications of sliding scale analysis window length and ranking option selection. Worked on special features in the filter menu and added an updated version of the user data dictionary. Corrected an issue with SAFE-T server security settings and installed server monitoring system. Researched a problem with updates to ODOT Masterfile ALS not updating in SAFE-T. Calculated collision reporting with new baseline measurements to account for new injury severity reporting method.

Geocoded mappable city street locations were continuously updated. In addition, a large number of system bug fixes and improvements were carried out at the request of system users.

The degree to which this project contributes to highway safety is primarily derived from the number of feature requests and system modifications that are able to be completed. Each completed work item enhances the analysis capabilities of system users, in many cases greatly assisting them in their job performance.

This work was completed by developers and project managers at the University of Oklahoma Center for Intelligent Transportation Systems.

DPS/OHP ENFORCEMENT PLANNER

M3DA-19-05-01-06

The project is to have a grant funded employee with the Futures, Capabilities and Plans Unit work with geospatial applications and data mine information from PARIS to determine locations in Oklahoma that are susceptible to collisions. The employee will then conduct predictive policing strategies to prepare corridors for the OHP to employ to reduce collisions, injuries and death. Two projects were conducted using data to reduce collisions that were highly successful. The employee also attended meetings with ODOT and OHSO officials , consulted on the new crash reporting system under development. The employee using software applications and data created a crash reduction and enforcement plan for the Oklahoma Turnpike Authority while working with individual OHP Troop Commanders to determine hot spot analysis and adjust their personnel to the right location at the correct time. The employee assisted the Impaired Driving Liaison Program with hot spot analysis for impaired driving areas. Skye also attended Energize for Oklahoma meetings and using the data and software was able to brief stakeholders.

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

DTNH22-12-H-00134

The FARS analyst reviewed and processed the fatal collision reports in Oklahoma in a timely manner and provided the data to NHTSA for publication. The preliminary calendar year 2018 data is currently available on the FARS website.

Railroad Safety Program Summary

The OHSO efforts at this time are primarily education based, with an occasional “Officer on a Train” enforcement event.

Program Activities

OPERATION LIFESAVER RAILROAD SAFETY PROGRAM

RH-19-02-01-15

Educational outreach was conducted statewide by trained volunteers to all ages ranging from 2 year old to adult, emergency responders, law enforcement and professional drivers. Printed safety materials were delivered to trucking companies across the state. Volunteers assisted spectators across busy railroad tracks at One OK field in Tulsa. PSA's aired across the state on many radio stations with a huge emphasis on Rail Safety Week. We also emphasized our target audience of 18-34 year old males by utilizing the college football programs and radio and also using the OKC Thunder basketball platform. Volunteers worked the Thomas the Train Event at the Oklahoma Railway Museum. We also took part in a new event where we showcase our program to high school leaders in the hope of getting more presentations to high school students. This approach appeared to help and we have had a big increase in high school's asking for presentations.

Driver Education Program Summary

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

Program Activities

NATIONAL SAFETY COUNCIL EMPLOYERS SAFETY PROGRAM

DE-19-02-01-03

To reduce injuries and fatalities on Oklahoma roadways, Our Driving Concern: Oklahoma Employer Traffic Safety Program (OKODC) worked with OK employers to educate on safe driving practices among their employees, both on & off the job which in turn positively impacted families and the communities as a secondary benefit in addressing driver behavior.

The OKODC program directed efforts to OK employers, specifically owners, managers, HR professionals and safety leaders to assist and train them on how to build a company-wide employer traffic safety program that targets 100% of the employee population. Occupationally, transportation incidents are the leading cause of occupational fatalities at 44%. Employers have a vested interest in having a strong driver safety program. Equipping employers to incorporate on going traffic safety into their culture and a part of their health and safety management system thus resulting in saved lives was a priority.

This project leveraged the National Safety Council's considerable base of knowledge and expertise related to critical transportation safety issues that were identified in the OKODC: impaired driving, occupant protection, distracted driving (all reasons), fatigued/ drowsy driving, and speeding/aggressive driving. NSC had additional resources such as NSC Injury Facts, opioids, motorcycle safety, pedestrian safety, bicycle safety, teen driving, My Car Does What and Check to Protect that supported the OKODC programs employer transportation safety outreach. Strategies that were employed were communications and outreach specifically supporting impaired driving enforcement, distracted and drowsy driving, low belt use groups and speed enforcement. The program in its third year, continued to focus on expanding the network of employers developed in FY 2017 and expanding the footprint across the state. Staff identified and partnered with 17 associations and a diverse group of Oklahoma industries from government, oil & gas, schools, trucking, and many more. Partnerships were achieved through the approach identified in the FY 19 proposal. 1) build strong networks with Oklahoma employers involved in motor vehicle crash prevention through outreach that builds commitment to evidence-based prevention strategies, 2) Implement programs and disseminate existing and new material on topic-specific traffic safety issues, and 3) Identify organizations, associations, state wide conferences and key stakeholders to align for strategic partnerships.

OKLAHOMA SAFETY COUNCIL "ALIVE AT 25"

DE-19-02-02-09

Alive at 25 is taught exclusively by trained policed officers and certified driving instructors in Oklahoma. It is a four hour course which focuses on the behaviors young drivers display behind the wheel. Through interactive tools, students learn about the devastating consequences of practicing risky driving behaviors. During FFY 2019, there were 26 Alive at 25 courses held across Oklahoma through the grant with OHSO and 716 Oklahoma teens were reached. This grant with the Oklahoma Safety Council (OSC) provided funding for instructor training and teaching as well as promotion for the nationally recognized *Alive at 25* driver education course. *Alive at 25* is taught exclusively by trained policed officers and certified driving instructors in Oklahoma. It is a four hour course which focuses on the behaviors young drivers display behind the wheel. Through interactive tools, students learn about the devastating consequences of practicing risky driving behaviors. During FFY 2018, there were 29 Alive at 25 courses held across Oklahoma through the grant with OHSO and 513 Oklahoma youth and young adults received the instruction.

Teen Safety Programs

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

Program Activities

EDUCATIONAL ALTERNATIVES DISTRACTED DRIVING PREVENTION

TSP-19-02-01-05

The Oklahoma Challenge is an innovative, Oklahoma, teen-focused program, to reduce young driver distracted driving crashes and injuries. Educational Alternatives, a private non-profit 501(c)-3, in conjunction with the 11,000+ members strong Oklahoma Family, Career and Community Leaders of America (FCCLA) organization and SkillsUSA student group, are raising awareness about distracted driving and changing driving behavior, teen to teen, across Oklahoma. The conferences used evidence-based peer-leadership strategies through trained, dynamic, and dedicated college students, FCCLA State Officers and SkillsUSA Officers to help the high school/ middle school students make their comprehensive plans of action. The goal of the conferences is to energize and motivate these teens to gain collective commitment from their school's students, teachers and family members to stop distracted driving. Total of 499 high schools and middle schools; 5507+ students had direct presentations and exposure to safety message; This does not include the activities the students took back to their schools to share the message

CINEMA DRIVE TRAFFIC SAFETY PROGRAM

TSP-19-02-01-02

The Children and Parent Resource Group, Inc (CPR) traveled to high schools providing a multi-sensory, educational safe teen driving program (Cinema Drive) to help students understand the consequences of speeding, drinking and driving, driving while texting, driving without a license, negative peer pressure, and driving without using seat belts. During the visit to the school, students complete a pre and post-survey expressing their personal views about road safety and safety hazards. CPR provides a 3- week program on-line after the visit to the school which includes students watching short video clips and inputting information into the system to influence the development and outcome of the video. The surveys and video participation provides information to CPR to measure the program's impact and make necessary changes in order to better reach the project goals. The project received excellent reviews from students and administrators and all goals were met. The Cinema Driver program was presented to 10 schools over a 3-month period in February, April, and September of 2019.

Media Program Summary

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

Program Activities

VI MARKETING

Mass media campaigns, when properly planned and conducted, are an essential and effective countermeasure when used as part of an overall deterrence and prevention countermeasure program. VI Marketing and Branding was again selected as the media company for the OHSO for 2019. VI Marketing and Branding is tasked to develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues in Oklahoma, as well as assist with creative production, media buying and earned media tracking. Media messages are developed to reach targeted audiences and generate widespread message exposure. Public information and education campaigns occur in conjunction with law enforcement or public event activities to maximize the effect on the public, whether to change behavior or to increase awareness. Earned media is a large component of the media mix, and intense efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State's media budget. Additionally, the OHSO supports the

efforts of partner agencies and coalitions to cover increase media exposure to their events and to distribute collateral materials to supplement paid media messages.

SPORTS MARKETING

Sporting venues in Oklahoma draw large numbers of attendees and attract considerable media attention. The OHSO, through a variety of sports marketing providers and venues, provided a year-round integrated marketing and communications campaign to supplement other countermeasure efforts in the areas of impaired driving and occupant protection. These included regular PSAs and signage at several major sports venues, such as the Oklahoma City Thunder (NBA franchise) Oklahoma State University, University of Oklahoma, and the OKC Dodgers (minor league baseball franchise). The greatest return was the high-performing ENDUI signage during OKC Thunder NBA games, that resulted in \$709,439 in media equivalency. Signage was seen by more than 18,000 fans every game night and videos and pictures were shared across media platforms.



SOCIAL MEDIA

The OHSO Communications Manager is responsible for maintaining the OHSO Facebook, Twitter and YouTube accounts. These are updated periodically as needed to support the OHSO overall media plan promoting highway safety messages and information. Social media sites, including Facebook, Twitter and YouTube, were used throughout the year to promote our safety messages. Between all Facebook pages maintained by the OHSO, we saw an increase of 3100 “likes” during FY19. This is a direct result of the efforts of the OHSO and VI Marketing and Branding to increase awareness and educate the public on the various highway safety topics.

OHSO WEBSITE

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

INTEGRATED MARKETING

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

Equipment Purchased

The following equipment items were purchased using either Federal or State funds and placed on inventory in FY2018, in accordance with applicable State and Federal regulations:

Agency	Equipment Description	Funding Source	Quantity
OHP	Vehicle	Federal	1
Oklahoma CO SO	Impaired Driving Simulator	Federal	1
Oklahoma CO SO	Enclosed Trailer	Federal	1
Tecumseh PD	Speed Display Trailer	Federal	1
Great Plains Tech Center	Motorcycle	State	2
OSU-OKC	Motorcycle	State	4
Southwest Tech Center	Motorcycle	State	4
Western Tech Center	Trailer	State	1

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Obligations and Expenditures

FY2019 FINANCIAL INFORMATION

Obligations and Expenditures by Project Area Group

*FY2019 close-out extension was approved by NHTSA.
Financial information will be provided once fiscal year
close-out is complete.*