

**SOUTHWEST OKLAHOMA  
REGIONAL TRANSPORTATION  
PLANNING ORGANIZATION**

**SORTPO Transportation Policy Board Meeting Agenda  
June 22, 2023  
10:00 a.m.**

**Zoom link -**

<https://us02web.zoom.us/j/4556650981?pwd=bERNdmYrbzVRMkplZENwbzB3VVZ3Zz09>

**SWODA Building  
420 Sooner Dr.  
Burns Flat, OK 73624  
580-562-4882**

**Red River Technology Center  
Business & Industry Services Building  
Center Building 107, Room 509  
3300 W. Bois D'Arc  
Duncan, OK 73533  
580-255-2903**

<b>Policy Board Members</b>	<b>Location/Virtual</b>	<b>Attendance A/P</b>	<b>Policy Board Members</b>	<b>Location/Virtual</b>	<b>Attendance A/P</b>
Almquist, Brent	Burns Flat		Archer, Anita	Burns Flat	
Barry, Ed	Burns Flat		Bunn, Dale	Duncan	
Earp, Jay	Duncan		Caddo/Kiowa Tech Center	Virtual	
Glasgow, Debora	Burns Flat		Harding, Heather	Burns Flat	
Miller, Lyle	Burns Flat		Newman, Cendie	Burns Flat	
Roggow, Lyle	Duncan		Mike Wallace	Burns Flat	
Winkler, Dale	Duncan		Zigler, Tom	Duncan	

1. Call to Order.
2. Roll Call.
3. Introduction of Guests.
4. Approval of the minutes for the March 25, 2023, meeting.
5. Old Business.
6. Receive a presentation from Jones PR on the Oklahoma Fair Miles Pilot Program.
7. Receive a presentation from Melissa Davis, Local Governments, ODOT on the Structurally Deficient municipal/county bridge grant program.
8. Discuss the meeting frequencies for the SORTPO Policy Board 2024 calendar and take appropriate action.
9. Discuss and provide comments on the draft FFY 2023-2024 Planning Work Program.
10. Discuss and approve the proclamation of July 17-21, 2023 as Rural Road Safety Awareness Week.
11. New Business
12. Reports and Comments.
  - a. ODOT news.
    - i. ESTIP
    - ii. Active Transportation Plan
  - b. Member news.
  - c. ASCOG news.

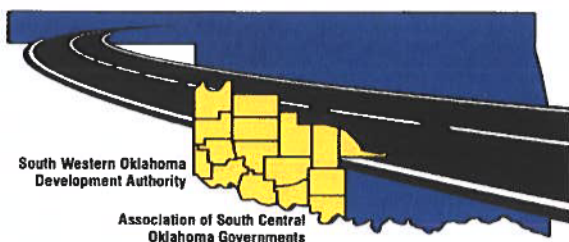


- d. SWODA news.
- e. SORTPO news.
  - i. Mobility Navigator
  - ii. RAISE Grant

13. Adjourn.

Notice of this meeting was made to Washita County Clerk by annual posting and this agenda was visibly displayed on the front door of the SWODA office at 420 Sooner Dr., Burns Flat, OK and ASCOG office at 802 W. Main Street, Duncan, OK on June 16th at 8:00 a.m. If individual with disabilities who require accessible alternative formats of the agenda and related meeting materials and/or auxiliary aids/services to participate in the meeting, notification to SWODA Director of Transportation at (580)-562-4885 at least 48 hours prior to the scheduled meeting is encouraged to make necessary accommodations. Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) may waive the 48-hour rule if interpreters for the deaf (signing) or translation services for LEP individual are not necessary accommodation.





**SOUTHWEST OKLAHOMA  
REGIONAL TRANSPORTATION  
PLANNING ORGANIZATION**

**SORTPO  
Policy Board Minutes  
March 23, 2023  
10:00 a.m.**

**SWODA Conference Room  
420 Sooner Drive  
Burns Flat, OK 73624  
580-562-4882**

**ASCOG  
Conference Room, 804 W. Main St.  
Duncan, OK 73533  
580-736-7971**

<b>Policy Board Members</b>	<b>P/A</b>	<b>Policy Board Members</b>	<b>P/A</b>
Almquist, Brent	<b>A</b>	Harding, Heather	<b>P</b>
Archer, Anita	<b>P</b>	Miller, Lyle	<b>P</b>
Barry, Ed	<b>P</b>	Newman, Cendie	<b>P</b>
Bunn, Dale	<b>A</b>	Roggow, Lyle	<b>A</b>
Earp, Jay	<b>P</b>	Mike Wallace	<b>P</b>
Freie, Shawn	<b>A</b>	Winkler, Dale	<b>P</b>
Glasgow, Debora (Michael Ryburn)	<b>P</b>	Zigler, Tom	<b>P</b>

**P/A=PRESENT/ABSENT**

- Call to Order:  
Meeting called to order by Chairman Heather Harding.
- Roll Call:  
Elesia Church, SWODA - Chairman declared quorum.
- Guests:  
Julie Sanders, Director of Transportation, SORTPO  
Elesia Church, SWODA  
Dana Church, SWODA  
Devin Martin, Farmrail  
Perry Brinegar, ASCOG Executive Director
- Approval of minutes for the January 26, 2023, meeting.  
Motion to approve minutes of the January 26, 2023, meeting by Mike Wallace second by Tom Zigler.

<b>Policy Board Members</b>	<b>Y/N</b>	<b>Policy Board Members</b>	<b>Y/N</b>
Brent Almquist		Heather Harding	<b>Y</b>
Anita Archer	<b>Y</b>	Lyle Miller	<b>A</b>
Ed Barry	<b>Y</b>	Cendie Newman	<b>Y</b>
Dale Bunn		Lyle Roggow	
Jay Earp	<b>Y</b>	Mike Wallace	<b>Y</b>



Shawn Freie		Dale Winkler	<b>Y</b>
Debora Glasgow (Michael Ryburn)	<b>Y</b>	Tom Zigler	<b>Y</b>

Motion passes.

5. Old Business.

No old business.

6. New Business.

No new business.

7. Discuss and consider approving the SPR Mini Transportation Planning grant applications.

Received three applications for SPR Mini Transportation Planning grants: City of Altus for Master Plan City Wide Multipurpose Trail and Sidewalk System, Elgin an Active Living Pedestrian Bicycle Plan, Gracemont Data Collection Street & Alley Survey Plan. The Tech Committee has reviewed these applications and recommends approval of these three grants.

Motion to approve the SPR Mini Transportation Planning grant applications by Lyle Miller second by Anita Archer.

<b>Policy Board Members</b>	<b>Y/N</b>	<b>Policy Board Members</b>	<b>Y/N</b>
Brent Almquist		Heather Harding	<b>Y</b>
Anita Archer	<b>Y</b>	Lyle Miller	<b>Y</b>
Ed Barry	<b>Y</b>	Cendie Newman	<b>Y</b>
Dale Bunn		Lyle Roggow	
Jay Earp	<b>Y</b>	Mike Wallace	<b>Y</b>
Shawn Freie		Dale Winkler	<b>Y</b>
Debora Glasgow (Michael Ryburn)	<b>Y</b>	Tom Zigler	<b>Y</b>

Motion passes.

8. Discuss and consider approving the Regional Transportation Plan Request for Proposal (RFP).

Upon receipt and execution of the Grant Agreement from USDOT/Federal Highway Administration, SORTPO will begin the advertisement of the attached RFP. I anticipate the advertisement and review of proposals/interviews will take approximately 90 calendar days.

The attached Request for Proposal was distributed for review to staff, ODOT RTPO branch, and the Regional Plan Advisory Committee. The SORTPO Technical Committee at their March 8, 2023, meeting recommended the RFP be approved with the following changes:

1. Page 26 – the shaded areas for Grant Number and RFP deadline will be completed upon receipt of the RAISE Grant Agreement and prior to the RFP being distributed.
2. Page 35 - Number of in person meetings 1 per county. (minimum).
3. Page 37 – Provide monthly updates.





Motion to approve the Regional Transportation Plan request for Proposal (RFP) by Mike Wallace second by Lyle Miller.

<b>Policy Board Members</b>	<b>Y/N</b>	<b>Policy Board Members</b>	<b>Y/N</b>
Brent Almquist		Heather Harding	<b>Y</b>
Anita Archer	<b>Y</b>	Lyle Miller	<b>Y</b>
Ed Barry	<b>Y</b>	Cendie Newman	<b>Y</b>
Dale Bunn		Lyle Roggow	
Jay Earp	<b>Y</b>	Mike Wallace	<b>Y</b>
Shawn Freie		Dale Winkler	<b>Y</b>
Debora Glasgow (Michael Ryburn)	<b>Y</b>	Tom Zigler	<b>Y</b>

Motion passes.

9. Reports and Comments:

- A. ODOT Michael-Charging and Fueling infrastructure Discretionary Grant has been released from the Highway Administration, looking at potential locations. Tap Grant recipients will be announced at the April ODOT Commission Meeting. Deficient Bridges Program for Cities and Towns has been announced.
- B. ASCOG news-Tom Zigler-Extremely busy, working on REAP grant awards, CDBG water and wastewater grant applications.
- C. SWODA news-CDBG applications in process, working with cities and towns on charging stations, working on cities and towns on ARPA funding, and infrastructure funding for cities and towns.
- D. Staff news -Julie Sanders-SORTPO has submitted the application for RTPO designation to ODOT and that has been scored and evaluation, total points was 400 and our score was 376. Was a good bonus to know that our score was good the first time, has been passed to upper management at ODOT. Mobility Navigator has been hired for the Pilot Program through ODOT, Cristi will start the first of June, she was a former SWODA employee years ago, this person will focus on Kiowa, Jackson, and Tillman Counties and her tasks will focus on how people move and to help coordinate all the differ transportation services offered at this time. Two-year pilot project for this and NODA has the same pilot project in place. Lots of training and different opportunities in the counties involved.

10. Adjourn:

Motion to adjourn the March 23, 2023, SORTPO Policy Board meeting was made by Lyle Miller and second by Jay Earp.

<b>Policy Board Members</b>	<b>Y/N</b>	<b>Policy Board Members</b>	<b>Y/N</b>
Brent Almquist	<b>Y</b>	Heather Harding	<b>Y</b>
Anita Archer		Lyle Miller	<b>Y</b>
Ed Barry	<b>Y</b>	Cendie Newman	<b>Y</b>
Dale Bunn		Lyle Roggow	
Jay Earp	<b>Y</b>	Mike Wallace	<b>Y</b>
Shawn Freie		Dale Winkler	<b>Y</b>
Debora Glasgow (Michael Ryburn)	<b>Y</b>	Tom Zigler	<b>Y</b>

Motion passes.



ATTEST:

\_\_\_\_\_  
(Chairman)

\_\_\_\_\_  
(Secretary)



**SORTPO TRANSPORTATION POLICY  
AGENDA ITEM COMMENTARY  
June 22, 2023**

**Agenda Title:** Receive a presentation from Jones PR on the Oklahoma Fair Miles Pilot Program.

**Background:** House Bill 1712 signed into law in 2021, created the Oklahoma Road User Charge Program at ODOT and established the Oklahoma Road User Charge Task Force to study and report on transportation funding alternatives to address declining fuel taxes. A report of finding and recommendations on implementation of the Oklahoma Road User Charge Program shall be submitted to the Legislature by December 31, 2023.

Increasing fuel efficiency will decrease available fuel tax funds for Oklahoma's transportation infrastructure maintenance and innovation. Fair Miles seeks to explore alternative funding options to replace the state fuel tax. Pay-per-mile programs treat roads like utilities and only charge you for what you use. Pay-per-mile programs help eliminate inequitable pressure on populations within Oklahoma that pay a disproportionate amount of state fuel tax. Road conditions worsen if adequate funding isn't available for ongoing maintenance. As Oklahoma's projected decrease in fuel tax is realized, road conditions will be difficult to maintain. A pay-per-mile program will keep our roads and bridges safe and usable. [www.fairmilesok.com](http://www.fairmilesok.com). More than 19 states have completed studies and pilots.

Oklahoma's fuel tax is 20 cents per gallon for gas and diesel. Federal fuel tax, paid on top of the state's fuel tax is 18.4 cents per gallon for gas and 24.4 cents per gallon for diesel.

The Oklahoma Road User Fee Task Force has been meeting for several years to develop a program that will study a fair Road User Charge due to loss of tax revenue from more fuel-efficient vehicles, electric vehicles and change in driving patterns. The Pilot Program is asking citizens to volunteer to help find a solution for permanent funding for our roads and bridges by signing up and participating in the 2023 statewide pilot program (July 2023-December 2023). Through this program participants will have options to report their mileage, review a sample bill and receive a participant gift card.

**Attachment:**

**Recommended Action:** Receive a presentation from Jones PR on the Oklahoma Fair Miles Pilot Program.



**SORTPO TRANSPORTATION POLICY BOARD  
AGENDA ITEM COMMENTARY  
June 22, 2023**

**Agenda Title:** Receive a presentation from Melissa Davis, Local Governments, ODOT on the Structurally Deficient municipal/county bridge grant program.

**Background:** Through the latest federal transportation legislation, Infrastructure Investment and Jobs Act (IIJA) the Bridge Formula Program, funds were made available to every state to assist in improving bridge conditions as part of the transportation infrastructure. This funding is available for improving not only highway bridges, but also city and county owned structures.

With intentionality, ODOT has made great strides in addressing Structurally Deficient (SD) bridges on the state highway system, moving Oklahoma from number 49 in the nation for worst highway bridges to number 7, however, there are still over 1700 SD bridges on the city and county system. In an effort to reduce the number of structurally deficient bridges in our state, ODOT is making funding available to address as many structurally deficient bridges as possible that funding will permit. As part of this funding, ODOT has established the SD City Bridge Program (off system) with the goal of providing financial assistance to replace or rehabilitate SD bridges on the municipal system. If you have an SD bridge(s) within your municipal limits and you are interested, please fill out the notice of interest at this link: <https://app.smartsheet.com/b/form/abfd805554334da7ae773579e12e17e7> .

**Attachment:**

**Recommended Action:** Receive a presentation from Melissa Davis, Local Governments, ODOT on the Structurally Deficient municipal/county bridge grant program.





**SORTPO TRANSPORTATION TECHNICAL COMMITTEE  
AGENDA ITEM COMMENTARY  
June 22, 2023**

**Agenda Title:** Discuss the meeting frequencies for the SORTPO Policy Board 2024 calendar and take appropriate action.

**Background:** The SORTPO Technical Committee and SORTPO Policy Board are scheduled to meet monthly; excluding the months of July and December. Over the past 2 years there have been several times the meetings were canceled for lack of actionable items. With the cancelation of meetings and not meeting in July or December there are times when both the Technical Committee and Policy Board do not meet for 2-3 months.

Discuss and act on the following:

1. No change to the meeting frequencies
2. Meet bi monthly meetings. January, March, May, July, September, November
3. Meet quarterly.

**Attachment:**

**Recommended Action:** Take action on the meeting frequencies for the SORTPO Policy Board 2024 calendar.



**SORTPO TRANSPORTATION POLICY BOARD  
AGENDA ITEM COMMENTARY  
JUNE 22, 2023**

**Agenda Title:** Discuss and provide comments on the draft FFY 2023-2024 Planning Work Program.

**Background:** Annually staff prepares the Planning Work Program (PWP). The Planning Work Program (PWP) is the program budget for the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO). This document identifies the funding sources during the federal fiscal year (FFY) that will be used for the transportation planning process. The objective of the PWP is to ensure the transportation planning activities for SWODA/ASCOG region identifies transportation and related planning activities that will be undertaken by SORTPO during FFY 2023-2024. The PWP is developed by SWODA/ASCOG in collaboration with Oklahoma Department of Transportation (ODOT). The PWP is comprised of 6 major elements with specific deliverables, activities, and summary details about expected products.

The major products or activities in for FFY 2024 include:

- SORTPO will track rulemaking and other developments relating to the IIJ Act.:
- Develop the 2023-2027 Transportation Improvement Program.
- Monitor consultant(s) progress and work on development of the Regional Transportation Plan.
- Monitor the progress of the Mobility Navigation program.
- Aid communities and agencies in the development of Transportation Alternative Program grants and grants that enhance or support the transportation system.
- Public engagement and participation with the public to create contacts and relationships and share information pertaining to transportation planning in the region.

**Attachment:** Draft FFY 2024 PWP

**Recommended Action:** Provide comments on the draft FFY 2023-2024 Planning Work Program.





DRAFT 6/22/23  
Planning Work Program  
FFY 2024 Program

South Western Oklahoma Development Authority  
P.O. Box 569  
Burns Flat, Oklahoma 73624  
580-562-4882

Association of South-Central Oklahoma Government  
P.O. Box 1647  
Duncan, OK.73534  
580-736-7965

[www.sortpo.org](http://www.sortpo.org)

This project is financed with Federal SPR and SWODA and ASCOG funds.  
FFY October 1, 2023 - September 30, 2024

Adopted -



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**Resolution No. 2023-\_\_**  
**Adopting the Federal Fiscal Year 2024**  
**Planning Work Program for the**  
**Southwest Oklahoma Regional Transportation Planning Organization**

Whereas, the South Western Oklahoma Development Authority by Resolution 09-04 created the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO); and

Whereas, through a Resolution 16-06 the South Western Oklahoma Development Authority expanded the SORPTO transportation planning area to include the Association of South Central Oklahoma Governments (ASCOG); and

Whereas, Planning Work Program (PWP) defines SORPTO's planning priorities and describes all transportation-related planning activities anticipated in the program year; and

Whereas, the objective of the PWP is to ensure the transportation planning activities for SORTPO supports the regional transportation planning needs of the area; and

Whereas, the PWP was developed by SWODA/ASCOG in collaboration with Oklahoma Department of Transportation (ODOT); and

Whereas, the PWP was included on SORTPO's website for 10 days to allow the public an opportunity to review the PWP and provide comments; and

Whereas, the SORTPO Transportation Technical Committee at their \_\_\_\_\_, 2023 meeting recommended approval of the Federal Fiscal Year 2023 PWP.

NOW, THEREFORE BE IT RESOLVED, that the SORPTO Policy Board hereby approves and adopts the Federal Fiscal Year 2024 Planning Work Program.

Approved and Adopted by SORTPO Policy Board and signed this \_\_\_\_\_, 2023.

\_\_\_\_\_  
Heather Harding, Chairman SORTPO Policy Board

\_\_\_\_\_  
Julie Sanders, Secretary SORTPO Policy Board



## Introduction

In April 2012, the Oklahoma Department of Transportation (ODOT) entered an agreement with OARC to oversee development of the regional transportation planning process and the regional public participation process in the non-metropolitan areas of the state. Three Councils of governments were selected as pilot projects: SWODA, NODA and COEDD. The goals of the RTPO are to provide a regional forum for cooperative decision making about transportation issues and to serve as liaison between the local governments and the Oklahoma Department of Transportation (ODOT). The exposure of the RTPO program through Oklahoma Association of Regional Councils has allowed for an interest in collaborating planning among county commissions, mayors, circuit engineering districts, ODOT Division Engineers, city officials, business owners, and local citizens.

Beginning with Federal Fiscal Year (FFY) 2015 two additional rural COGs (ASCOG and Grand Gateway) were added to the program. In FFY 2016, through a collaborative effort involving SORTPO, ASCOG and ODOT a transportation planning pilot project comprising sixteen (16) counties was initiated representing two Councils of Governments SWODA and ASCOG. The SWODA Board of Trustees adopted a Resolution 16-06 (Appendix A) amending the SORTPO region (Map 1).

The objective of the PWP is to ensure the transportation planning activities for SWODA/ASCOG region identifies transportation and related planning activities that will be undertaken by SORTPO during FFY 2023-2024. The PWP is developed by SWODA/ASCOG in collaboration with Oklahoma Department of Transportation (ODOT). The PWP is comprised of 6 major elements with specific deliverables, activities, and summary details about expected products.

## Federal Requirements

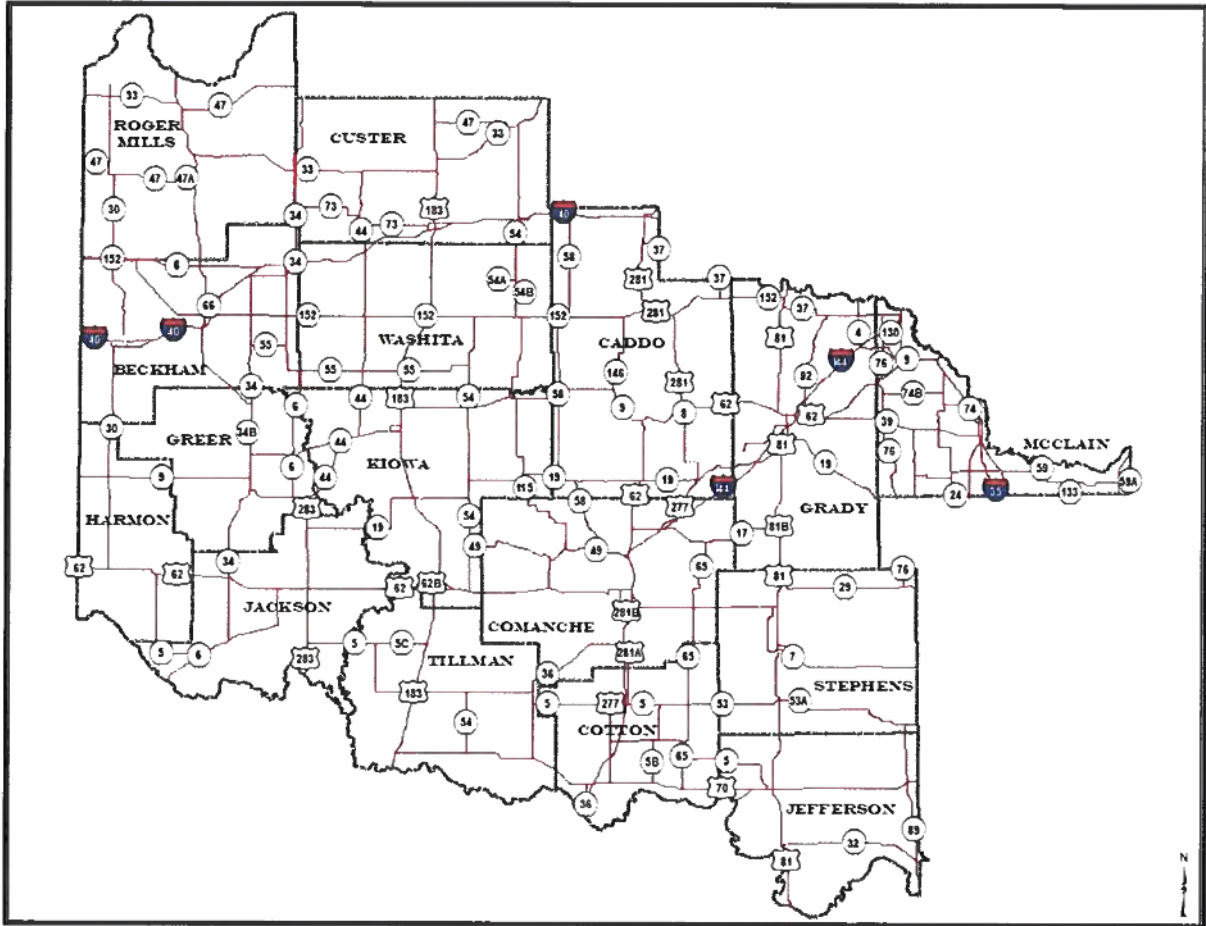
Federal transportation legislation first established performance-based planning requirements for metropolitan planning organizations (MPOs) in 2012 with the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was continued in 2015 with the Fixing America's Surface Transportation (FAST) Act and in 2021 with the IIJA.

The requirement is for a streamlined and performance-based process for transportation planning, implementation, and evaluation that shows how these together will address national transportation goals. National goals for performance areas include:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway and transit system infrastructure assets in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.



Map 1: SORTPO Planning Region



- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

## Planning Factors

Planning Factors were established in MAP-21 and FAST Act as areas to consider when developing the transportation plan. The planning goals and strategies identified in the RTP address the 10 national planning factors:

- Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially enabling global competitiveness, productivity, and efficiency.
- Improve infrastructure conditions to achieve a state of good repair.
- Reduce congestion.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the



- quality of life, and promote consistency between transportation improvements and State and local planned growth and economic patterns.
- Enhance the integration and connectivity of the transportation system across and between modes, people, and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

## **Transportation Planning Products**

SORTPO's regional transportation planning process results in the development of planning products, including the PWP, data collection, Regional Transportation Plan (RTP), short range studies, Limited English Proficiency Plan and Public Participation Plan (PPP).

- *Planning Work Program (PWP)*. The PWP is one element of the transportation planning process that SWODA/ASCOG will follow in support of development of transportation planning products. The PWP documents the transportation planning activities and projects to be accomplished with SPR funds in SORTPO region during the federal fiscal year (FFY).
- *Regional Long-Range Transportation Plan (RTP)*. The RTP is one of the main products of the transportation planning process. Between 2015 and 2019 the SORTPO Transportation Policy Board adopted sixteen Long Range Transportation Plans. The development of the Regional Plan: Southwest Oklahoma Moving People and Goods began in 2020 and will be adopted in FFY 2024. SWODA is the recipient of a 2022 RAISE grant in the amount of \$1.5 million that will be utilized to further develop and enhance the regional plan under development.
- *Public Participation Plans (PPP)*. The intent of the Public Participation Plan is to encourage and support proactive public participation throughout the planning and decision making process related to the development of proposed transportation plans, programs, and projects so that a safe, efficient transportation system reflecting the needs and interests of all stakeholders can be provided. Public participation provides citizens, affected public agencies, private providers of transportation and other interested party's reasonable opportunity to comment, participate in goal setting, problem solving, and expand the focus of transportation decision making. In addition, the Fixing America's Surface Transportation Act (FAST Act) requires transportation agencies to develop and implement a proactive approach to ensure that transportation services are extended to those traditionally underserved. The SORTPO Policy Board amended the PPP by Resolution #2018-2 on June 28, 2018.
- *Limited English Proficiency Plan (LEP)*. SORTPO is represented by a diverse population residing in sixteen counties. SORTPO must prepare for and provide the opportunity for all its citizens to participate in the transportation planning process – regardless of their proficiency in speaking the English language – as required by Executive Order 13166 signed on August 11, 2000. SORTPO Policy adopted Resolution # 2018-3 on June 28, 2018, approving the LEP.





## **SORTPO Responsibilities**

SORTPO responsibilities include:

- Develop and maintain a long-range multi modal Regional Transportation Plan (RTP).
- Coordinate transportation decisions among local jurisdictions, state agencies, and area transit operators.
- Develop an annual planning work program.
- Develop and implement a public participation plan (PPP).

All aspects of the planning process are overseen by the SORTPO Transportation Policy Board (TPB). The SORTPO Transportation Technical Committee (TTC) serves as the advisory group for transportation planning and policy initiatives. This committee reviews transportation planning work efforts and provides a recommendation to the TPB for their consideration and action. The day-to-day activities of SORTPO are supported by a full-time transportation planner. Additional SWODA and ASCOG staff members contribute to the transportation planning process to ensure the overall planning program is executed in a timely and efficient manner and in accordance with Federal regulations. Staff are housed within the SWODA and ASCOG Planning Departments. Staff, equipment, supplies, rent, consulting studies, and other expenses used to support staffing operations are reimbursable to SORTPO by the FHWA State Planning & Research (SPR) program funds at 80% of the total amount of the work effort and the local match of 20% is provided by SWODA and ASCOG.

## **Regional transportation priorities**

The FFY 2024 SORTPO planning priorities are reflected in the various elements of this document. The major products or activities planned for FFY 2024 include:

- SORTPO will track rulemaking and other developments relating to the IIJ Act.
- Develop the 2023-2027 Transportation Improvement Program.
- Monitor consultant(s) work and progress on development of the Regional Transportation Plan.
- Assess the progress of the Mobility Navigation program.
- Area planning assistance.
- Attending training recommended by ODOT to further enhance the skills of staff.
- Aid communities and agencies in the development of Transportation Alternative Program grants and other grants that enhance or support the transportation system.
- Advance public engagement and participation with the public to create contacts and relationships and share information pertaining to transportation planning in the region.
- Develop information explaining the SORTPO transportation planning process, key documents, update SORTPO website and attend meeting to present SORTPO transportation planning.

## **SFY 2023 accomplishments**

Reviewing FFY 2023, this section highlights some notable completed work items.

- RAISE grant approved in the amount of \$1.5 million to develop a regional transportation plan.
- Developed request for proposal for RAISE Planning Grant Consultant, evaluated proposals.
- Mobility Management Pilot Program.



- Walkability Summit
- Completed Regional Transportation Policy Plan
- Submitted application to ODOT for official RTPO designation.
- Prepared and/or provided assistance in development of Transportation Alternative Program (TAP) grant applications.
- Awarded three SPR Transportation Planning Mini grants: Altus, Elgin and Gracemont.

## **PWP Funding**

The SORTPO transportation planning program is funded by state, local funds, and in-kind matching funds totaling \$ \_\_\_\_\_. The largest funding source is derived from FHWA funds apportioned to ODOT's State Planning and Research (SPR) program. FHWA funds cannot exceed 80% of the total PWP project cost. The remaining 20% is provided by SWODA, ASCOG and local jurisdictions/agencies. Total federal SPR funds for the transportation planning program applied for is \$225,000.

Funds shown in Table 1 summarize the budget by funding categories and source of funding. During FFY 2024, various SWODA staff will collect data that will support the SORTPO transportation planning process. The cost of this effort is allowable as a soft match for the grant. Table 2 identifies the funding by PWP work element for FFY 2024. Table 2 includes the American Rescue Plan Act (ARPA) funds administered by ODOT's Office of Mobility and Public Transit for the Mobility Management Pilot Program.

### *Indirect Costs*

Regarding budgeting for work tasks, each task in the PWP corresponds to an adopted budget and associated indirect cost rate detailed in the "Estimated Budget Detail" worksheet. The Federal Office of Management and Budget defines indirect costs as "those costs that have been incurred for common or joint purposes that benefit more than one cost objective and cannot be readily identified with a particular objective without effort disproportionate to the results achieved." These costs are incurred by and originate in the agency conducting the federal award and remain after direct costs have been determined and assigned directly to federal awards and other activities. It is the ratio (expressed as a percentage) of the indirect costs to a direct cost base. This cost has been applied to all SORTPO PWP Elements.

### *The UPWP, Title VI and Environmental Justice*

SORTPO recognizes that Environmental Justice must be considered in all phases of planning. Although Environmental Justice concerns are frequently raised during project development, Title VI applies equally to the plans, programs, and activities the SORTPO undertakes. The PWP integrates Environmental Justice considerations and Title VI requirements through the Public Participation Plan and PWP work tasks. Both the Public Participation Plan and Limited English Proficiency Plan contain strategies to reach minority and low-income groups. The SORTPO adopted Title VI discrimination complaint procedure.

The Public Participation Plan is an integral part of the regional transportation planning. The USDOT in (5610.2) on Environmental Justice specifies that minority populations and low-income populations be provided with greater access to information on, and opportunities for public participation in transportation decision-making.



*Tribal involvement*

The native American tribes as well as the Southern Region Bureau of Indian Affairs are re provided notification of TPB, TTC meetings, public hearings, and information on the transportation planning process/program.

*Federal public lands*

During FFY 2024, representatives of federal land management agencies will be consulted as necessary when federal lands are likely to be impacted by elements contained in or proposed for inclusion in SORTPO's regional long-range transportation plan.



Table 1: FHWA SPR Budget Summary

	SWODA	ASCOG	TOTAL	SPR GRANT 80%	ODOT SPR Funds	LOCAL MATCH 20%	TOTAL
Personnel							
Travel							
Supplies/Printing /copies							
Advertising/Public Awareness							
GIS Consult							
SPR Sub Consult							
Equipment/ Software							
Indirect/Building Allocation							

Source: SWODA

Table 2: FFY 2024 Total Budget, Including SPR Funds, ARPA, State and Local Sources

SPR	Project	SPR Funds	ASCOG / SWODA Match	ARPA / ODOT	ODOT SPR Match	Total
1.0	Program Support & Administration			\$0		
2.0	Data Acquisition & Management			\$0		
3.0	Long Range Transportation Planning			\$0		
4.0	Short-Range Transportation Planning					
5.0	Public Education & Participation			\$0		
6.0	Mobility Management					
	<b>Total</b>	<b>\$</b>				

Source: SWODA





## **ELEMENT 1.0 - Program Management**

**OBJECTIVE:** To carry out the necessary administrative activities related to the day-to-day functions of staff and office management; staff development and material support; program, fiscal, information systems, and records management; contract administration; state and federal reporting requirements; and to support and meet the logistical needs of the various committees.

**TASK DESCRIPTION:** This task involves the coordination of all RTPO activities necessary for day-to-day operations such as program oversight, coordination of the Policy Board, Technical Committee, and participation in statewide planning efforts. Also included are organizational activities that provide for in-house program management, financial accounting, and informational updates for committees, member jurisdictions, agencies, and the public. Day-to-day activities such as purchases of materials and services, staff management and training are also included here. The following products or activities will be the responsibility of SORTPO in cooperation with ODOT.

### **TASKS:**

- 1.1 - Provide direct support to SORTPO Policy Board and Transportation Technical Committee including agenda preparation and distribution, preparation of minutes, scheduling, notification, and facilitation of meetings.
- 1.2 - Prepare and submit monthly claims statement and reports to ODOT. Maintain files and financial records and submit SWODA'S and ASCOG's annual financial audit, the audit will be performed following guidance from OMB Circular A133.
- 1.3 - Procure supplies related to transportation planning. Consult with ODOT on the purchase of equipment and/or technology to manage the transportation planning process.
- 1.4 - Meetings of a general nature, phone calls, emails, and other correspondence. Create and file documents. Coordinate with other regional, state, and federal agencies involved in transportation planning activities. Participate in working groups, subcommittees, or task forces associated with ODOT.
- 1.5 - Prepare annual documents such as agreements, certifications, Planning Work Program (and amendments).
- 1.6 - Monitor federal and state legislation.
- 1.7 - Travel: Provides funding for travel to attend meetings in support of the program priorities identified in this document. Travel to include meetings at ODOT, other Regional Councils, Federal Highway Administration and NADO as appropriate.

### **Products and Schedule:**

<b>Product</b>	<b>Start</b>	<b>Complete</b>	<b>Estimated Hours</b>
1.1 - Direct support to the SORTPO Policy Board and Technical Committee	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
1.2 - Monthly claims and audit, files, and records	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
1.3 - Procurement of supplies	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
1.4 - Other meetings, phone calls, correspondence, and office administration	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
1.5 - Annual documents	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	



<b>Product</b>	<b>Start</b>	<b>Complete</b>	<b>Estimated Hours</b>
1.6 - Monitor federal and state legislation	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
1.7 - Travel, training, webinars	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	

*Table 3: Program Support and Administration Funding*

<b>FUNDING SOURCE</b>	<b>FUNDING AMOUNT</b>
SPR Funds	
ASCOG/SWODA Match	
<b>TOTAL</b>	



## **ELEMENT 2.0 – Data Acquisition and Management**

**OBJECTIVE:** Establish and maintain a system of digital planning information, maps, and data to support the transportation planning process.

**TASK DESCRIPTION:** Identify resources, collect, and maintain demographic and other data elements. The following products or activities will be the responsibility of SORTPO.

**TASKS:**

- 2.1 - Data and map development - Coordinate with SWODA/ASCOG ODOT Divisions 3, 5, 7, Director of 911 SWODA counties, and communities to collect and share data.
- 2.2 - Purchase, acquire, establish, and maintain transportation data including but not limited to Census, major employers, active living inventory, population, dwelling unit, location of one way and dead-end roads, traffic impediments, freight routes, evacuation routes, signal location and points of interest.
- 2.3 - Provide guidance to communities on installation process of SWODA traffic count equipment. Collect traffic count data.
- 2.4 - Retain GIS Consultant to develop maps to support the transportation planning program.
- 2.5 - Training, travel, webinars, and meeting attendance to support the development and collection of data to support the transportation planning process.

**Products and Schedule:**

<b>Product</b>	<b>Start</b>	<b>Complete</b>	<b>Estimated Hours</b>
2.1 - Data and map development / acquisition	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
2.2 - Acquire data	2 <sup>nd</sup> Quarter	4 <sup>th</sup> Quarter	
2.3 -Traffic count program guidance			
2.4 - Retain GIS Consultant for training/services	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
2.5 -Travel/Training/Webinars	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	

*Table 4: Data Acquisition and Management Funding*

<b>FUNDING SOURCE</b>	<b>FUNDING AMOUNT</b>
SPR Funds	
ASCOG/SWODA	
<b>TOTAL</b>	



## **ELEMENT 3.0 – Regional Planning Transportation Planning**

**OBJECTIVE:** Maintain and implement the 2043 Regional Transportation Plan.

**TASK DESCRIPTION:** Coordination of the regional transportation planning process with community values and goals, land use plans, and other various transportation data

**TASKS:**

- 3.1 – Monitor performance, products, and projects of the RTP consultant(s).
- 3.2 – RAISE grant reporting.
- 3.3 – Meetings with RTP consultant, FHWA, ODOT and RTP Advisory Committee.
- 3.4 - Training, travel, webinars and attending meetings to support the long-range transportation planning process.

**Products and Schedule:**

<b>Product</b>	<b>Start</b>	<b>Complete</b>	<b>Estimated Hours</b>
3.1 - Monitor and/or review consultant’s work and development of RTP.	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
3.2 - RAISE grant reporting.	2 <sup>nd</sup> Quarter	4 <sup>th</sup> Quarter	
3.3 - Meetings with consultant, FHWA, ODOT and Advisory committee	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
3.4 - Travel/Training/Webinars	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	

*Table 5: Long Range Transportation Planning Funding*

<b>FUNDING SOURCE</b>	<b>FUNDING AMOUNT</b>
SPR Funds	
ASCOG/SWODA Match	
<b>TOTAL</b>	





## ELEMENT 4.0 – Multi Modal Transportation – Short Range Planning

**OBJECTIVE:** Promote multimodal planning that supports the goals and objectives of the Regional Transportation Plan.

**TASK DESCRIPTION:** A comprehensive approach looking at all types of transportation and how they connect to each other and work together. The following products or activities will be the responsibility of SORTPO.

**TASKS:**

- 4.1 - Update as necessary transportation planning procedures.
- 4.2 -Provide assistance to local governments on grants that support the transportation planning process.
- activities being advanced by member agencies, communities.
- 4.3 – Administer the SPR mini transportation planning activities grant program.
- 4.4 – Develop, maintain, and distribute a list of grants to support the transportation planning process.
- 4.5 – Conduct regional planning regarding bicycle/pedestrian/active living activities and infrastructure, incorporating consideration of equity.
- 4.6 – Transportation Emergency Preparedness coordination with emergency providers/plans to ensure the regional plan reflects needs of this industry.
- 4.7 -Training, travel, webinars and attending meetings to support multi modal transportation planning.

**Products and Schedule:**

Product	Start	Complete	Estimated Hours
4.1 - Update transportation planning procedures	1st Quarter	4 <sup>th</sup> Quarter	
4.2 – Grant application support	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
4.3 – SPR mini grant	1st Quarter	4 <sup>th</sup> Quarter	
4.4 – Develop, maintain, and distribute a list of grants	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
4.5 - Regional Active Living			
4.6 – Coordination with emergency services	1st Quarter	4 <sup>th</sup> Quarter	
4.7 – Travel/Training/Webinars	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	

Table 6: Short Range Transportation Planning Funding

FUNDING SOURCE	FUNDING AMOUNT
SPR Funds	
ASCOG/SWODA Match	
ARPA Funds Mobility Management Program*	
<b>TOTAL</b>	



## ELEMENT 5.0 – Public Education and Participation

**OBJECTIVE:** provide information to assist the community in understanding the transportation planning process and to maintain a community outreach and education program for the public in regard to the planning process.

**TASK DESCRIPTION:** Public outreach and education on the transportation planning process. The following products or activities will be the responsibility of SORTPO.

**TASKS:**

- 5.1 - Develop outreach efforts for effectively communicating with the community about transportation planning and projects.
- 5.2 - Maintain and strengthen relationships with municipal, county, regional, state, and federal participating agencies.
- 5.3 - Review and update as necessary the Public Participation Plan (PPP).
- 5.4 - Manage and update the SORTPO website and other social media sites.
- 5.5 - Review and update as necessary the Limited English Proficiency Plan (LEP).
- 5.6 - Maintain and update contact lists of citizens and stakeholders to notify regarding transportation activities
- 5.7 - Training, travel, webinars, and meeting attendance to support the public participation planning process.

**Products and Schedule:**

Product	Start	Complete	Estimated Hours
5.1 - Develop outreach materials	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
5.2 - Maintain and strengthen relationships with municipal, county, regional, state, and federal participating agencies.	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
5.3 - Review and update as necessary the Public Participation Plan (PPP).	3 <sup>rd</sup> Quarter	4 <sup>th</sup> Quarter	
5.4 - Update the SORTPO website	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
5.5 - Review and update as necessary the Limited English Proficiency Plan (LEP).	3 <sup>rd</sup> Quarter	4 <sup>th</sup> Quarter	
5.6 - Update contact information.	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	
5.7 - Travel/Training/Webinars	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	

*Table 7: Public Education & Participation Funding*

FUNDING SOURCE	FUNDING AMOUNT
SPR Funds	
ASCOG/SWODA Match	
<b>TOTAL</b>	



## ELEMENT 6.0 - Mobility Management Program

**OBJECTIVE:** Increase access for southwest Oklahomans through enhanced understanding and awareness of transportation needs and coordination of transportation services.

**TASK DESCRIPTION:** Coordinating with transportation providers, human services agencies, and the communities to develop and implement a Mobility Management Program for southwest Oklahoma.

**TASKS:**

- 7.1 -Implement the SORTPO Pilot Mobility Management Program (MMP). This program is a pilot project and includes completing inventory of services available in SORTPO’s region, review adopted plans and identify projects/tasks that support the MMP, meet with transit providers, identify unmet mobility needs and develop strategies, Develop a marketing/awareness program.
- 7.2 – Training, travel and attending meetings to support multi modal transportation planning.

**Products and Schedule:**

Product	Start	Complete	Estimated Hours
7.1 – Implement the SORTPO Mobility Management Program	1st Quarter	4 <sup>th</sup> Quarter	2,896
7.1 – Travel and Training	1 <sup>st</sup> Quarter	4 <sup>th</sup> Quarter	100

*Table 9: Mobility Management Program – Pilot Project*

FUNDING SOURCE	FUNDING AMOUNT
ODOT/ARPA	\$
ASCOG/SWODA Match	\$0
<b>TOTAL</b>	<b>\$</b>



## ACRONYMS

ARPA	American Rescue Plan Act
ASCOG	Association of South-Central Oklahoma Governments
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
LEP	Limited English Proficiency
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MMP	Mobility Management Program
NADO	National Association of Development Organizations
OARC	Oklahoma Association of Regional Councils
ODOT	Oklahoma Department of Transportation
PPP	Public Participation Process
PWP	Planning Work Program
RTPO	Regional Transportation Planning Organization
SPR	State Planning and Research
SORTPO	Southwest Oklahoma Regional Transportation Planning Organization
SWODA	South Western Oklahoma Development Authority
TAZ	Traffic Analyses Zone





APPENDIX A: Resolution

**RESOLUTION NO. 16-06  
EXPANSION OF THE REGIONAL TRANSPORTATION PLANNING  
ORGANIZATION COMMITTEE**

**WHEREAS**, local business and community leaders have expressed a strong desire to convene and discuss transportation needs and goals in the sixteen (16) county South Western Oklahoma Development Authority (SWODA) and Association of South Central Oklahoma Governments (ASCOG) region, and

**WHEREAS**, regional transportation planning is encouraged by legislation of the Federal Highway Administration, and

**WHEREAS**, SWODA is the federally recognized regional planning organization for the sixteen (16) county area, and

**WHEREAS**, the SWODA Board of Trustees seeks to facilitate the planning process for surface and rail development to aid the region in economic development, workforce development, business and industry growth, tourism development and other pursuits;

**NOW THEREFORE, BE IT RESOLVED** by the Board of Trustees of the South Western Oklahoma Development Authority does hereby expand the Regional Transportation Planning Organization as a standing committee of the Authority.

**PASSED AND APPROVED** this 8<sup>th</sup> day of November, 2016

  
\_\_\_\_\_  
**John Schaufeld, Chairman**

**ATTEST:**

  
\_\_\_\_\_  
**John Dee Butchee, Secretary**



## APPENDIX B: SORTPO Technical Committee Members

Danny Britton	Western Technology Center
Elesia Church	SWODA
Rodger Kerr	Altus Chamber of Commerce
Jenn Mikesell	Grady County TSET
Roland Mower	Clinton Economic Development
Joel Newberry	Burns Flat
Julie Sanders	SORTPO
Cole Vonfeldt	Construction Engineer, ODOT Division 7
Basil Weatherly	Elk City
Kim Whaley	Pathways to Healthy Living, Jefferson & Stephens Counties
Tom Zigler	ASCOG

### Non-Voting Agency

Isaac Akem, FHWA Planner  
 Ariel Anglin, Manager, McClain County TSET  
 Shelley Bookout, United States Department of Agriculture  
 Apache Tribe of Oklahoma  
 Caddo Nation  
 Cheyenne & Arapaho Tribes  
 Chickasaw Nation  
 Comanche Nation  
 Delaware Nation  
 Fort Sill Apache Tribe  
 Kiowa Tribe of Oklahoma  
 Wichita Tribe  
 Julie Funkhouse, Tobacco Settlement Entitlement Trust (Caddo and Kiowa Counties)  
 Gary Michael Flynn, ODOT Planning  
 Debora Johnson, Tobacco Settlement Entitlement Trust (Comanche County)  
 Stan Booker, Lawton Metropolitan Planning Organization  
 Roger Tehauno, Community Planner, Bureau of Indian Affairs, Southern Region

## APPENDIX C: SORTPO Policy Board Members

Shawn Adams	Director of Economic Development Caddo Kiowa
Brent Alquist	Division Engineer, ODOT Division 5
Anita Archer	Elk City
Ed Barry	Washita County Commissioners, Appointee
Dale Bunn	City Manager of Purcell
Mike Wallace	Jackson County Commissioners
Jay Earp	Division Engineer, ODOT Division 7
Debora Glasgow	SWODA, Executive Director
Heather Harding, Chairman	Farmrail Corporation
Lyle Miller	Custer County Commissioner
Cendie Newman	Red River Transportation
Lyle Roggow	President Duncan Area Economic Development
Dale Winkler	Mayor, City of Sterling
Tom Zigler	ASCOG



Non-Voting Agency

Isaac Akem, FHWA Planner

Ariel Anglin, Manager, McClain County TSET

Shelley Bookout, United States Department of Agriculture

Apache Tribe of Oklahoma

Caddo Nation

Cheyenne & Arapaho Tribes

Chickasaw Nation

Comanche Nation

Delaware Nation

Fort Sill Apache Tribe

Kiowa Tribe of Oklahoma

Wichita Tribe

Julie Funkhouse, Tobacco Settlement Entitlement Trust (Caddo and Kiowa Counties)

Gary Michael Flynn, ODOT Planning

Debora Johnson, Tobacco Settlement Entitlement Trust (Comanche County)

Stan Booker, Lawton Metropolitan Planning Organization

Roger Tehauno, Community Planner, Bureau of Indian Affairs, Southern Region



**SORTPO TRANSPORTATION POLICY BOARD  
AGENDA ITEM COMMENTARY  
JUNE 22, 2023**

**Agenda Title:** Discuss and approve the proclamation of July 17-21, 2023 as Rural Road Safety Awareness Week.

**Background:** "What's Speed Got to Do With It" is the theme for the 2023 Rural Road Safety Awareness Week. Nationally in 2020 there were 16,665 rural traffic fatalities, 4,717 were killed in speeding related crashes.

Information obtained from the 2020 Oklahoma Crash Facts statewide:

- Every day in 2020 - 169 crashes occurred, 75 persons were injured in a crash
- 7 crashes occurred every hour
- More crashes occurred on Friday
- More crashes occurred in October
- More crashes occurred between 5pm and 5:59pm than any other hour of the day
- More fatalities occurred on Monday
- More fatalities occurred in October
- More fatalities occurred between 3pm and 3:59pm and 5pm and 5:59pm

Promoting safe driving habits includes being mindful of driving speeds, reminding others to avoid speeding, and supporting initiatives aimed at reducing speeding-related crashes. Resources available can be found at the Oklahoma Office of Public Safety, Oklahoma Department of Transportation and National Center for Rural Road Safety.

**Attachment:** 2020 Oklahoma Public Safety Report, Proclamation

**Recommended Action:** Approve the proclamation of July 17-21, 2023 as Rural Road Safety Awareness Week.





**Southwest Oklahoma Regional Transportation Planning  
Organization Rural Road Safety Awareness Week  
Proclamation  
July 17-21, 2023**

WHEREAS, "What's Speed Got to Do With It" is the theme for the 2023 Rural Road Safety Awareness Week; and,

WHEREAS, according to the National Highway Traffic Safety Administration, in 2020, of the 16,665 rural traffic fatalities, 4,717 (or 28%) were killed in speeding-related crashes; and,

WHEREAS, we call on all road users to do their part in promoting safe driving habits. This includes being mindful of their own driving speeds, reminding others to avoid speeding, and supporting initiatives aimed at reducing speeding-related crashes; and,

WHEREAS, we also encourage jurisdictional and local governments to take steps to decrease the dangers of speeding on rural roads. This may include increasing awareness through public service announcements, reducing speeds on high-risk roads, increasing enforcement efforts, and installing warning signs in high-risk areas; and,

WHEREAS, we recognize the critical role technology can play in reducing speeding-related crashes. We urge jurisdictional and local transportation agencies to explore rural intelligent transportation system tools that address speed, such as speed warning systems; and,

WHEREAS, in conclusion, we reiterate that the safety of our citizens is our top priority. By working together and taking a proactive approach to reducing speeding on rural roads, we can prevent needless fatalities and injuries and create a safer and more secure future for all Americans.

**NOW, THEREFORE**, be it resolved that I, Heather Harding, Chairperson, Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) do hereby proclaim July 17-21, 2023, Rural Road Safety Awareness Week.

I encourage all SORTPO residents and businesses to take advantage of the resources from the Oklahoma Department of Transportation, Oklahoma Department of Public Safety and National Rural Safety Organization and to commit to slowing down and practicing safe driving habits.

Approved and Adopted by SORTPO Policy Board and signed this 22<sup>nd</sup> day of June 2023.

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Heather Harding, Chairman SORTPO Policy Board

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Julie Sanders, Secretary SORTPO Policy Board



# **2020 OKLAHOMA Crash Facts**

**Oklahoma Department of Public Safety**

**Highway Safety Office**

**3223 N. Lincoln Blvd.**

**Oklahoma City, OK 73105-5403**

**Telephone (405) 523-1570**

**Fax (405) 523-1586**

**[www.ohso.ok.gov](http://www.ohso.ok.gov)**

**Fall 2021**

This publication is issued by the Oklahoma Department of Public Safety as authorized by the Commissioner of Public Safety, and prepared by the Oklahoma Highway Safety Office. It is available at: <http://ohso.ok.gov/crash-data2>.



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# INTRODUCTION & GLOSSARY

The purpose of this document is to provide a description of Oklahoma traffic crash, injury, and fatality data. This document is a resource for local transportation, law enforcement, health, and other agencies charged with the responsibility of coping with the increasing number and cost of traffic crashes.

This introduction section is intended to provide readers with an overall description of traffic safety across the state of Oklahoma for the calendar year 2020. The tables and charts provided in the following sections include more specific details about crashes and injuries across various regions of the state (i.e. counties and cities), as well as data on particular aspects of traffic safety in Oklahoma (i.e. impaired driving, distracted driving, occupant protection, etc.)

Reporting Year: 2020 calendar year.

Fatalities: On January 1, 2001, Oklahoma's reporting standards for fatalities were changed to meet national standards. Fatalities that occur within 30 days of a traffic crash are reported as fatalities.

Agency: Reporting agencies include: Oklahoma Highway Patrol, city police, sheriff departments, game or park rangers, campus police, or other agencies.

For the purpose of this document:

OHP = Oklahoma Highway Patrol

Non-OHP = all reporting agencies except OHP

Statewide = all reporting agencies

Exclusions: The Department of Public Safety database is used with one exclusion: non-traffic crashes. Non-traffic crashes are those occurring on private property, deliberate acts, medical episodes such as heart attacks, legal interventions, suicides, industrial crashes, drownings, boat crashes, incidents, and others. These crash records are kept in the DPS database but are not used for statistical purposes, and are therefore not represented in this document.

## Glossary –

Alcohol-Related: Indicates the presence of any amount of alcohol.

Beginning with 2007 crash data, additional data relating to alcohol has been added to the crash data. This additional data accounts for improved reporting of alcohol-related fatalities and injuries. The additional information is from Medical Examiner Reports on fatalities and Board of Tests.

Contributing Factor: Previously the “cause of crash” indicated the primary cause of the collision and it was not possible to determine individual driver actions and behaviors. With the 2007 revision of the *Official Oklahoma Traffic Collision Report* form, the cause was replaced with a contributing factor for each driver which allows more in depth analyses.

Crash Data: The Records Management Division of 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



# INTRODUCTION & GLOSSARY

over \$500<sup>1</sup> property damage. Crashes occurring on private or public property are not included in this database. Data elements included relate to information on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists, and bicyclists involved in these crashes.

- Driver:** A driver is an occupant who is in actual physical control of a transport vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost.
- Drug-Related:** Indicates the presence of drugs, whether illegal or prescription.
- KABCO Scale:** This scale is used for classifying injury severity. The letters in this scale indicate the following injury severities:
- K = Fatal injury – Any injury that directly results in the death of a living person within 30 days of a motor vehicle crash.
  - A = Suspected serious injury – Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Formerly an “incapacitating injury.”
  - B = Suspected minor injury – Any injury other than a fatal injury or a suspected serious injury that is evident to observers at the scene. Formerly a “non-incapacitating injury.”
  - C = Possible injury – Any injury reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating evident injury.
  - O = Non injury – No personal injury. Non injury crashes may also be referred to as ‘Property Damage Only’ crashes, or PDO.
- The overall injury severity assigned to each crash is based on the person in the crash who sustained the worst injury.
- Large Truck:** Large trucks include the following vehicle configurations as shown on the *Official Oklahoma Traffic Collision Report*. Single Unit Truck - 2 Axles, Single Unit Truck - 3 or More Axles, Truck/Trailer, Truck-Tractor/Semi-Trailer, Truck-Tractor/Double Trailers, Truck/Tractor/Triple Trailers and Truck more than 10,000 lbs. - Cannot Classify. This replaces the previous year’s sections about commercial vehicles.
- Passenger:** A passenger is any occupant of a road vehicle other than its driver.
- Pedalcyclist:** An operator or occupant of a non-motorized other road vehicle that is propelled by pedaling.

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<sup>1</sup> Title 47 § 40-102



# INTRODUCTION & GLOSSARY

Pedestrian:	A pedestrian is any person who is not an occupant of a road vehicle.
Rural Area:	A rural area is any area which is not within urban areas. For the purposes of reporting here, a crash is classified as rural if it occurs inside the limits of a populated area whose population is 4,999 or fewer, or if it has been marked as occurring "near," rather than "in," a city.
Unsafe Speed:	The revision of the <i>Official Oklahoma Traffic Collision Report</i> in 2007 allows reporting of a contributing factor for each vehicle involved in a crash instead of a single cause of the crash. This accounts for the increased reporting of crashes involving unsafe speed.
Urban Area:	An urban area includes the area within boundaries that have been fixed by responsible state and local officials in cooperation with each other and approved by the Federal Highway Administration, U.S. Department of Transportation. For an area to be considered urban, it must have a population of 5,000 or more, as designated by the U.S. Bureau of the Census.
Work Zone:	A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators, including those on transport vehicles. It extends from the first warning sign, signal, or flashing lights to the "END ROAD WORK" sign or the last traffic control device pertinent for that work activity.
VMT:	Vehicle Miles Traveled.





# OKLAHOMA BACKGROUND

Population (2020 Estimate) <sup>1</sup> .....	3,959,353
Square Miles <sup>2</sup> .....	69,898
Miles of Roadway <sup>3</sup> .....	116,274
Registered Vehicles <sup>4</sup> .....	4,481,774
Registered Automobiles <sup>5</sup> .....	3,356,245
Registered Motorcycles <sup>6</sup> .....	133,895
Licensed Drivers <sup>7</sup> .....	2,629,640
Vehicle Miles Traveled <sup>8</sup> .....	42,817,565,156

## Population in Major Cities<sup>9</sup> Population Estimates 2020 Above 30,000

Oklahoma City.....	662,314
Tulsa.....	403,166
Norman.....	125,762
Broken Arrow.....	111,648
Edmond.....	95,346
Lawton.....	93,164
Moore.....	63,102
Midwest City.....	57,591
Stillwater.....	50,306
Enid.....	49,542
Owasso.....	37,241
Muskogee.....	36,831
Bartlesville.....	36,602
Shawnee.....	31,555

<sup>1</sup> U.S. Census Bureau.

<sup>2</sup> Ibid.

<sup>3</sup> Oklahoma Department of Transportation, Planning Division, Current Planning Branch, Oklahoma City, Oklahoma.

<sup>4</sup> *Annual Vehicle Registration Report*. July 1, 2019 - June 30, 2020. Oklahoma Tax Commission, Motor Vehicle Division, Oklahoma City, Oklahoma.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Oklahoma Department of Public Safety.

<sup>8</sup> Oklahoma Department of Transportation, Planning Division, Current Planning Branch, Oklahoma City, Oklahoma.

<sup>9</sup> U.S. Census Bureau 2020 Population Estimates by Place.



# CRASH SUMMARY

	2019	2020	% Change
Crashes per Day	201	169	-15.9%
Statewide Mileage Death Rate (per 100 million VMT)	1.40	1.53	
<b>Statewide Crashes</b>			
Fatalities	640	654	2.2%
Injuries*	33,038	27,418	-17.0%
Total Crashes	73,267	61,739	-15.7%
Fatal Crashes	584	602	3.1%
Injury Crashes*	22,522	18,808	-16.5%
Property Damage Only Crashes	50,161	42,329	-15.6%
<b>Alcohol-Related Crashes</b>			
Fatalities	165	199	20.6%
Injuries	1,954	1,672	-14.4%
Total Crashes	3,171	2,949	-7.0%
Fatal Crashes	146	176	20.5%
Injury Crashes	1,306	1,142	-12.6%
<b>Large Truck Crashes</b>			
Fatalities	90	75	-16.7%
Injuries	1,914	1,563	-18.3%
Total Crashes	5,638	4,784	-15.1%
Fatal Crashes	81	73	-9.9%
Injury Crashes	1,380	1,168	-15.4%
<b>Train Involved Crashes</b>			
Fatalities	3	1	-66.7%
Injuries	18	16	-11.1%
Total Crashes	37	38	2.7%
Fatal Crashes	2	1	-50.0%
Injury Crashes	12	15	25.0%
<b>Unsafe Speed Crashes</b>			
Fatalities	112	185	65.2%**
Injuries	4,892	4,224	-13.7%
Total Crashes	8,901	7,823	-12.1%
Fatal Crashes	105	176	67.6%
Injury Crashes	3,408	2,975	-12.7%
<b>Motorcyclists in Crashes</b>			
Fatalities	66	62	-6.1%
Injuries	979	915	-6.5%
<b>School Bus Crashes</b>			
Fatalities	3	0	-100.0%
Injuries	139	31	-77.7%
Total Crashes	225	114	-49.3%
Fatal Crashes	1	0	-100.0%
Injury Crashes	46	18	-60.9%



# CRASH SUMMARY

	2019	2020	% Change
<b><i>Pedalcyclists in Crashes</i></b>			
Fatalities	13	12	-7.7%
Injuries	313	238	-24.0%
<b><i>Pedestrians in Crashes</i></b>			
Fatalities	88	86	-2.3%
Injuries	569	500	-12.1%
<b><i>Seatbelt Use Rates</i></b>			
Statewide	84.7%	No seat belt surveys were conducted in 2020	
Child Restraint	89.3%		

\* Injuries and injury crashes include suspected serious (A), suspected minor (B), and possible (C) injuries.

\*\* The methodology by which speed-related fatal crashes was altered in 2020, and therefore data from 2020 is not comparable to previous years.



# MILES OF HIGHWAY

Miles of Highway In The State of Oklahoma State, County, and City Maintained Roads								
Year as of Dec. 31	State Maintained		County Maintained		City Maintained		Turnpikes (Includes 260 Interstate Miles)	Total
	Rural	Municipal	Paved	Unpaved	Paved	Unpaved		
1983	10,445	1,138	17,973	63,059	12,609	3,212	486	108,922
1984	11,447	1,542	17,973	62,951	12,796	3,212	486	110,407
1985	11,447	1,542	17,973	62,951	12,796	3,212	486	110,407
1986	11,447	1,542	17,973	62,951	12,796	3,212	486	110,407
**1987	10,971	1,413	20,947	64,012	11,342	1,511	486	110,682
1988	10,971	1,413	20,947	64,012	11,342	1,511	486	110,682
1989	11,135	1,413	23,001	63,933	9,984	1,378	486	111,330
1990	11,135	1,413	23,001	63,933	9,984	1,378	486	111,330
1991	11,588	1,442	23,158	63,341	9,788	1,610	486	111,413
1992	11,588	1,442	23,158	63,341	9,788	1,610	486	111,413
1993	11,129	1,455	23,233	63,836	10,509	1,281	551	111,994
1994	11,116	1,459	23,209	63,692	10,687	1,319	552	112,036
1995	11,121	1,462	23,234	63,587	11,305	1,257	552	112,518
1996	11,111	1,462	23,380	63,467	11,515	1,174	552	112,661
1997	11,114	1,462	23,552	63,264	11,487	1,160	552	112,591
1998	11,123	1,463	23,686	63,050	11,504	1,146	552	112,524
1999	11,088	1,471	23,911	62,796	11,566	1,126	552	112,510
2000	11,082	1,472	24,057	62,607	11,743	1,114	559	112,634
2001	11,083	1,471	24,269	62,414	11,798	1,086	573	112,694

Beginning with the 2002 Fact Book, reporting of road mileage has been changed to the Oklahoma Department of Transportation's standard. It was determined that this gives a more accurate description of the roadways in Oklahoma. \*\*\*

Year	Rural	Urban	Urbanized	Total
2002	99,123	5,484	7,927	112,534
2003	97,586	6,798	8,193	112,577
2004	97,601	6,920	8,193	112,714
2005	97,622	6,970	8,346	112,938
2006	97,445	7,056	8,584	113,085
2007	97,289	7,052	8,581	112,922
2008	97,267	7,084	8,973	113,324
2008	97,267	7,084	8,973	113,324
2009	97,077	7,098	8,972	113,147
2009	97,077	7,098	8,972	113,147
2010	96,784	7,114	8,975	112,873
2011	96,673	7,147	8,988	112,808
2012	96,675	7,153	8,993	112,821
2013	95,213	7,533	10,195	112,941
2014	94,789	7,563	10,321	112,673
2015	94,789	7,567	10,354	112,710
2016	94,824	7,575	10,589	112,998
2017	94,467	7,629	10,770	112,865
2018	98,456	7,987	9,670	116,113
2019	98,414	8,070	9,705	116,189
2020	98,642	7,898	9,734	116,274

The information in this chart was obtained from the Planning Division of the Department of Transportation.

\*Large change due to improved accuracy in inventory. \*\*Mileage difference due to change in State Laws.

\*\*\*Urbanized areas include cities with a population of greater than 50,000. Urban areas have a population of 5,000-49,999, and rural areas include places with a population of 4,999 or fewer and all unincorporated places.





# OKLAHOMA'S LICENSED DRIVERS

Licenses by Class and Age Group (2020)													
	Class A			Class B			Class C			Class D			Total
	Female	Male	Total	Female	Male	Total	Female	Male	Total	Female	Male	Total	
Under 14										1	1	2	2
14-15										4,633	4,551	9,184	9,184
16										13,963	13,876	27,839	27,839
17										18,086	18,186	36,272	36,272
18		18	18		2	2				19,129	19,508	38,637	38,657
19	1	87	88	1	5	6				19,479	19,598	39,077	39,171
20	5	159	164	1	19	20				21,251	21,459	42,710	42,894
21	2	229	231	1	40	41				21,772	21,772	43,544	43,816
22	7	390	397	9	57	66		1	1	21,891	21,914	43,805	44,269
23	19	506	525	18	71	89	2	2	4	21,344	20,678	42,022	42,640
24	19	662	681	20	132	152		3	3	21,329	20,610	41,939	42,775
25-29	130	5,129	5,259	251	1,184	1,435	30	39	69	110,101	102,195	212,296	219,059
30-34	182	7,636	7,818	490	1,887	2,377	79	78	157	112,455	98,172	210,627	220,979
35-39	272	9,512	9,784	622	2,574	3,196	108	112	220	113,095	97,160	210,255	223,455
40-44	369	10,410	10,779	824	2,863	3,687	108	122	230	103,252	87,860	191,112	205,808
45-49	500	11,153	11,653	1,055	3,202	4,257	149	152	301	98,227	82,139	180,366	196,577
50-54	606	11,797	12,403	1,145	3,252	4,397	157	186	343	98,345	81,991	180,336	197,479
55-59	680	12,816	13,496	1,132	3,379	4,511	153	241	394	110,128	89,536	199,664	218,065
60-64	495	10,811	11,306	901	2,956	3,857	141	228	369	113,602	92,694	206,296	221,828
65-69	252	6,106	6,358	473	1,843	2,316	51	167	218	100,313	83,481	183,794	192,686
70-74	101	2,889	2,990	180	983	1,163	35	85	120	82,946	69,222	152,168	156,441
75-79	31	1,175	1,206	59	373	432	7	44	51	55,163	45,515	100,678	102,367
80-84	7	355	362	17	141	158		10	10	34,845	27,487	62,332	62,862
85+	1	58	59	1	22	23		3	3	25,919	18,511	44,430	44,515
Total	3,679	91,898	95,577	7,200	24,985	32,185	1,020	1,473	2,493	1,341,269	1,158,116	2,499,385	2,629,640

License Endorsements (2020)		
Endorsement	Description	Total
N	Tank	47,008
T	Double/Triple	27,428
H	Hazardous Material	1,380
P	Passenger	31,602
X	Endorsements N & H	11,781
M	Motorcycle	230,553
S	School Bus	20,290

License Class A - Any combination of Vehicle

License Class B - Any Vehicle with a GVWR of 26,000 or More Pounds. May Tow Vehicle Not in Excess of 10,000 Pounds GVWR. Includes Class C and D Vehicles.

License Class C - Any Vehicle or Combination of Vehicles Except Class A & B Which is Required to be Placarded for Hazardous Materials or Designed for 16 + Occupants and Class D Vehicle.

License Class D - All Vehicles or Combination of Vehicles except A, B, & C.



# OKLAHOMA'S LICENSED DRIVERS

2019 Licensed Drivers by Age & Percentage of Total						
Age Group	Total Drivers			% of Total Drivers		
	Female	Male	Total	Female	Male	Total
Under 14	1	1	2	0.00%	0.00%	0.00%
14-15	4,633	4,551	9,184	0.18%	0.17%	0.35%
16	13,963	13,876	27,839	0.53%	0.53%	1.06%
17	18,086	18,186	36,272	0.69%	0.69%	1.38%
18	19,129	19,528	38,657	0.73%	0.74%	1.47%
19	19,481	19,690	39,171	0.74%	0.75%	1.49%
20	21,257	21,637	42,894	0.81%	0.82%	1.63%
21	21,775	22,041	43,816	0.83%	0.84%	1.67%
22	21,907	22,362	44,269	0.83%	0.85%	1.68%
23	21,383	21,257	42,640	0.81%	0.81%	1.62%
24	21,368	21,407	42,775	0.81%	0.81%	1.63%
25-29	110,512	108,547	219,059	4.20%	4.13%	8.33%
30-34	113,206	107,773	220,979	4.30%	4.10%	8.40%
35-39	114,097	109,358	223,455	4.34%	4.16%	8.50%
40-44	104,553	101,255	205,808	3.98%	3.85%	7.83%
45-49	99,931	96,646	196,577	3.80%	3.68%	7.48%
50-54	100,253	97,226	197,479	3.81%	3.70%	7.51%
55-59	112,093	105,972	218,065	4.26%	4.03%	8.29%
60-64	115,139	106,689	221,828	4.38%	4.06%	8.44%
65-69	101,089	91,597	192,686	3.84%	3.48%	7.33%
70-74	83,262	73,179	156,441	3.17%	2.78%	5.95%
75-79	55,260	47,107	102,367	2.10%	1.79%	3.89%
80-84	34,869	27,993	62,862	1.33%	1.06%	2.39%
85+	25,921	18,594	44,515	0.99%	0.71%	1.69%
<b>Totals</b>	<b>1,353,168</b>	<b>1,276,472</b>	<b>2,629,640</b>	<b>51.46%</b>	<b>48.54%</b>	<b>100.00%</b>



# HISTORICAL TRAFFIC STATISTICS

Oklahoma Traffic Statistics									
Year	Licensed Drivers	Registered Vehicles	Mileage (+000,000)	Crashes			Persons		Mileage Death Rate
				Fatal	Injury	Total	Injured	Fatalities	
1943				232	2,266	11,417	3,515	267	7.6
1944				272	2,391	10,381	3,931	308	8.8
1945				348	2,981	12,443	4,715	414	10.3
1946				433	3,951	17,720	6,425	502	9.4
1947				437	4,293	20,506	6,745	514	8.8
1948				433	4,306	23,032	6,884	510	8.4
1949				428	4,263	25,716	6,870	523	7.9
1950				427	5,708	41,476	9,661	501	6.7
1951				487	6,330	37,522	10,687	577	7.0
1952				484	6,908	31,612	11,502	595	6.8
1953				461	6,758	31,740	11,335	549	6.2
1954				498	6,727	30,281	11,103	579	6.4
1955				487	7,672	32,826	12,720	595	6.4
1956				572	8,176	36,320	13,460	683	7.2
1957				571	8,840	39,153	14,194	703	7.0
1958				539	9,150	38,512	14,788	670	6.6
1959				523	9,917	39,753	15,976	642	6.2
1960				543	10,881	42,630	17,415	659	5.9
1961	1,254,339	1,269,075	11,804	536	11,129	42,284	17,960	706	5.98
1962	1,309,127	1,324,410	11,949	575	11,926	43,871	18,930	709	5.93
1963	1,314,169	1,385,801	12,532	629	12,624	45,844	20,389	765	6.10
1964	1,371,404	1,439,530	13,183	635	13,217	49,922	21,220	786	5.96
1965	1,393,037	1,507,637	13,654	614	13,631	53,117	21,592	737	5.40
1966	1,424,807	1,579,148	14,745	667	13,961	55,807	22,100	799	5.42
1967	1,447,659	1,634,583	15,089	720	13,783	55,498	21,783	881	5.84
1968	1,489,532	1,714,371	16,188	666	19,194	59,284	20,776	797	4.92
1969	1,536,731	1,772,903	17,114	744	13,564	63,821	21,430	899	5.25
1970	1,651,245	1,861,102	18,142	690	13,601	65,183	20,935	851	4.69
1971	1,690,430	1,965,377	19,021	701	14,000	64,948	21,846	843	4.43
1972	1,716,468	2,094,172	20,410	724	14,253	68,617	21,667	846	4.15
1973	1,795,221	2,214,866	21,647	682	15,256	73,290	22,905	797	3.68
1974	1,732,082	2,320,422	20,933	656	13,699	68,204	20,630	751	3.59
1975	1,756,773	2,371,126	21,980	657	13,590	73,741	20,806	763	3.47
1976	1,815,941	2,484,057	23,499	693	15,923	75,441	24,129	838	3.57
1977	1,872,370	2,568,653	25,397	743	15,704	82,518	24,151	860	3.39
1978	2,020,420	2,729,114	26,441	778	15,811	85,956	23,885	920	3.48
1979	1,971,712	2,885,673	27,079	744	15,240	83,762	22,968	870	3.21
1980	2,016,965	2,717,363	27,331	832	16,058	77,660	24,058	972	3.56
1981	2,047,970	2,890,135	28,242	871	23,081	85,387	34,751	1,004	3.56
1982	2,121,700	3,077,997	29,385	933	24,049	89,004	35,743	1,070	3.64



# HISTORICAL TRAFFIC STATISTICS

Oklahoma Traffic Statistics									
Year	Licensed Drivers	Registered Vehicles	Mileage (+000,000)	Crashes			Persons		Mileage Death Rate
				Fatal	Injury	Total	Injured	Fatalities	
1983	2,174,350	3,078,010	29,689	726	21,774	84,038	32,232	854	2.88
1984	2,075,309	3,068,010	29,020	720	22,200	81,648	32,672	817	2.82
1985	2,187,408	3,067,681	28,657	661	22,732	81,073	34,255	749	2.61
1986	2,149,439	3,068,022	27,993	617	22,456	75,423	34,462	711	2.54
1987	2,163,148	4,135,384	27,036	551	22,399	71,651	34,454	611	2.26
1988	2,225,634	4,173,368	29,862	562	22,750	69,420	35,527	643	2.15
1989	2,292,867	3,119,680	30,119	575	22,580	67,836	35,068	656	2.18
1990	2,288,997	3,100,908	29,335	567	24,549	71,438	38,404	649	2.21
1991	2,283,074	3,139,804	28,844	546	24,058	67,838	38,193	649	2.25
1992	2,311,450	3,208,636	29,638	541	27,922	70,531	45,078	619	2.09
1993	2,324,921	3,257,220	30,497	582	29,062	72,789	47,147	672	2.20
1994	2,343,749	3,302,607	31,674	612	29,926	74,331	48,098	695	2.19
1995	2,357,733	3,361,753	32,070	601	31,816	77,712	51,461	674	2.10
1996	2,334,098	3,588,439	33,874	676	32,826	80,392	53,264	775	2.29
1997	2,354,519	3,422,510	32,887	729	32,220	79,636	58,083	846	2.57
1998	2,302,094	3,471,464	40,059	657	31,628	80,376	50,249	769	1.92
1999	2,328,450	3,480,132	40,931	625	30,790	79,120	48,478	747	1.83
2000	2,320,524	3,587,263	42,343	586	30,088	78,645	47,115	662	1.56
2001	2,336,304	3,868,375	42,665	588	29,288	77,148	45,275	682	1.60
2002	2,347,351	3,638,158	44,858	639	29,161	77,819	45,386	739	1.65
2003	2,366,011	3,475,906	44,854	595	27,593	73,926	42,678	671	1.50
2004	2,394,692	3,894,307	45,373	667	27,678	76,156	42,411	777	1.71
2005	2,413,559	3,756,014	45,922	708	27,204	75,511	40,853	800	1.74
2006	2,286,322	3,815,059	47,510	668	27,087	75,408	40,960	765	1.61
2007	2,465,466	3,786,391	46,550	653	25,866	75,059	38,544	770	1.65
2008	2,481,472	3,885,531	46,900	673	25,133	72,667	37,008	751	1.60
2009	2,504,019	3,975,644	46,966	646	24,376	71,218	36,350	737	1.57
2010	2,533,888	3,882,026	47,745	616	24,445	69,807	36,549	668	1.40
2011	2,553,690	3,946,808	47,463	609	24,174	68,967	36,327	696	1.47
2012	2,575,850	3,996,674	47,741	642	24,527	70,669	36,455	708	1.48
2013	2,594,069	3,996,207	47,997	621	22,802	69,430	33,721	678	1.41
2014	2,622,661	4,069,994	47,699	589	22,673	68,327	33,405	669	1.40
2015	2,642,796	4,053,770	47,713	590	23,453	72,503	34,477	645	1.35
2016	2,655,916	4,274,355	48,879	628	23,035	72,176	33,902	687	1.41
2017	2,658,147	4,328,379	49,402	613	22,496	71,415	33,165	657	1.33
2018	2,636,810	4,222,266	45,359	603	22,246	71,280	32,536	655	1.44
2019	2,686,338	4,337,405	45,726	584	22,522	73,267	33,038	640	1.40
2020	2,629,640	4,481,774	42,815	602	18,808	61,739	27,418	654	1.53

\* Vehicle Registration Statistics Furnished by Oklahoma Tax Commission Adjusted Due to Change in Vehicle Laws.





# CRASH RATES

2020 Crash Rates by County Population & Vehicle Miles Traveled											
County	Estimated Population*	Vehicle Miles Traveled**	Fatal Crashes			Injury Crashes			Total Crashes		
			Fatal Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT	Injury Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT	Total Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT
Adair	19,495	157,491,881	5	1.28	3.17	66	16.93	41.91	157	40.27	99.69
Alfalfa	5,699	77,422,253	3	2.63	3.87	17	14.91	21.96	51	44.74	65.87
Atoka	14,143	374,375,821	3	1.06	0.80	74	26.16	19.77	284	100.40	75.86
Beaver	5,049	131,127,927	5	4.95	3.81	22	21.79	16.78	71	70.31	54.15
Beckham	22,410	403,659,322	6	1.34	1.49	77	17.18	19.08	292	65.15	72.34
Blaine	8,735	237,260,912	0	0.00	0.00	41	23.47	17.28	101	57.81	42.57
Bryan	46,067	597,325,159	8	0.87	1.34	234	25.40	39.17	901	97.79	150.84
Caddo	26,945	436,390,718	11	2.04	2.52	105	19.48	24.06	317	58.82	72.64
Canadian	154,405	1,479,494,763	22	0.71	1.49	458	14.83	30.96	1631	52.82	110.24
Carter	48,003	609,049,084	7	0.73	1.15	218	22.71	35.79	906	94.37	148.76
Cherokee	47,078	338,128,095	6	0.64	1.77	156	16.57	46.14	443	47.05	131.02
Choctaw	14,204	198,678,881	3	1.06	1.51	78	27.46	39.26	192	67.59	96.64
Cimarron	2,296	99,599,468	1	2.18	1.00	15	32.67	15.06	44	95.82	44.18
Cleveland	295,528	1,976,389,464	26	0.44	1.32	1085	18.36	54.90	3624	61.31	183.36
Coal	5,266	70,854,747	1	0.95	1.41	18	17.09	25.40	52	49.37	73.39
Comanche	121,125	867,388,351	14	0.58	1.61	430	17.75	49.57	1500	61.92	172.93
Cotton	5,527	131,636,088	2	1.81	1.52	32	28.95	24.31	112	101.32	85.08
Craig	14,107	320,899,316	0	0.00	0.00	78	27.65	24.31	208	73.72	64.82
Creek	71,754	951,892,494	8	0.56	0.84	275	19.16	28.89	706	49.20	74.17
Custer	28,513	483,660,951	5	0.88	1.03	103	18.06	21.30	380	66.64	78.57
Delaware	40,397	425,763,262	12	1.49	2.82	178	22.03	41.81	530	65.60	124.48
Dewey	4,484	136,118,508	2	2.23	1.47	15	16.73	11.02	42	46.83	30.86
Ellis	3,749	96,065,481	0	0.00	0.00	14	18.67	14.57	35	46.68	36.43
Garfield	62,846	475,480,055	6	0.48	1.26	252	20.05	53.00	1226	97.54	257.84
Garvin	25,656	535,718,667	7	1.36	1.31	142	27.67	26.51	422	82.24	78.77
Grady	54,795	742,095,547	14	1.28	1.89	235	21.44	31.67	755	68.89	101.74
Grant	4,169	88,746,897	2	2.40	2.25	17	20.39	19.16	56	67.16	63.10
Greer	5,491	53,987,706	1	0.91	1.85	17	15.48	31.49	50	45.53	92.61
Harmon	2,488	26,631,054	1	2.01	3.76	4	8.04	15.02	18	36.17	67.59
Harper	3,272	73,441,347	1	1.53	1.36	11	16.81	14.98	31	47.37	42.21
Haskell	11,561	111,674,233	3	1.30	2.69	41	17.73	36.71	122	52.76	109.25
Hughes	13,367	145,469,071	5	1.87	3.44	22	8.23	15.12	76	28.43	52.24
Jackson	24,785	196,171,349	5	1.01	2.55	63	12.71	32.11	370	74.64	188.61
Jefferson	5,337	78,130,747	4	3.75	5.12	7	6.56	8.96	30	28.11	38.40
Johnston	10,272	138,705,537	2	0.97	1.44	44	21.42	31.72	133	64.74	95.89
Kay	43,700	524,059,775	5	0.57	0.95	172	19.68	32.82	670	76.66	127.85
Kingfisher	15,184	218,031,112	2	0.66	0.92	42	13.83	19.26	176	57.96	80.72
Kiowa	8,509	122,617,425	1	0.59	0.82	35	20.57	28.54	101	59.35	82.37
Latimer	9,444	93,591,264	2	1.06	2.14	37	19.59	39.53	79	41.83	84.41
LeFlore	48,129	441,450,619	9	0.93	2.04	199	20.67	45.08	650	67.53	147.24
Lincoln	33,458	564,356,841	6	0.90	1.06	145	21.67	25.69	360	53.80	63.79
Logan	49,555	495,338,439	8	0.81	1.62	134	13.52	27.05	487	49.14	98.32
Love	10,146	340,261,799	5	2.46	1.47	58	28.58	17.05	235	115.81	69.06
McClain	41,662	880,173,014	16	1.92	1.82	208	24.96	23.63	793	95.17	90.10



# CRASH RATES

2020 Crash Rates by County Population & Vehicle Miles Traveled											
County	Estimated Population*	Vehicle Miles Traveled**	Fatal Crashes			Injury Crashes			Total Crashes		
			Fatal Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT	Injury Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT	Total Crashes	Rate Per 5,000 Pop	Rate per 100 Million VMT
McCurtain	30,814	352,971,855	12	1.95	3.40	185	30.02	52.41	560	90.87	158.65
McIntosh	18,941	493,813,561	7	1.85	1.42	78	20.59	15.80	258	68.11	52.25
Major	7,782	159,729,138	6	3.86	3.76	23	14.78	14.40	80	51.40	50.08
Marshall	15,312	148,887,958	6	1.96	4.03	44	14.37	29.55	138	45.06	92.69
Mayes	39,046	642,459,165	15	1.92	2.33	225	28.81	35.02	556	71.20	86.54
Murray	13,904	255,393,982	2	0.72	0.78	74	26.61	28.97	251	90.26	98.28
Muskogee	66,339	779,151,278	11	0.83	1.41	329	24.80	42.23	1079	81.32	138.48
Noble	10,924	412,580,307	4	1.83	0.97	60	27.46	14.54	193	88.34	46.78
Nowata	9,320	120,374,176	3	1.61	2.49	19	10.19	15.78	76	40.77	63.14
Okfuskee	11,310	209,304,256	7	3.09	3.34	49	21.66	23.41	147	64.99	70.23
Oklahoma	796,292	7,938,855,077	73	0.46	0.92	5130	32.21	64.62	18862	118.44	237.59
Okmulgee	36,706	449,352,930	8	1.09	1.78	124	16.89	27.60	374	50.95	83.23
Osage	45,818	354,106,679	3	0.33	0.85	128	13.97	36.15	346	37.76	97.71
Ottawa	30,285	503,807,756	9	1.49	1.79	150	24.76	29.77	426	70.33	84.56
Pawnee	15,553	223,012,043	2	0.64	0.90	61	19.61	27.35	174	55.94	78.02
Payne	81,646	684,582,045	6	0.37	0.88	354	21.68	51.71	1136	69.57	165.94
Pittsburg	43,773	629,546,638	5	0.57	0.79	204	23.30	32.40	676	77.22	107.38
Pontotoc	38,065	358,619,609	7	0.92	1.95	102	13.40	28.44	276	36.25	76.96
Pottawatomie	72,454	773,220,728	11	0.76	1.42	351	24.22	45.39	1036	71.49	133.99
Pushmataha	10,812	152,083,468	5	2.31	3.29	45	20.81	29.59	135	62.43	88.77
Roger Mills	3,442	48,027,609	1	1.45	2.08	12	17.43	24.99	27	39.22	56.22
Rogers	95,240	1,054,157,728	16	0.84	1.52	379	19.90	35.95	995	52.24	94.39
Seminole	23,556	377,623,175	15	3.18	3.97	99	21.01	26.22	313	66.44	82.89
Sequoyah	39,281	558,747,204	4	0.51	0.72	150	19.09	26.85	572	72.81	102.37
Stephens	42,848	372,253,198	6	0.70	1.61	150	17.50	40.30	510	59.51	137.00
Texas	21,384	298,593,556	3	0.70	1.00	52	12.16	17.41	298	69.68	99.80
Tillman	6,968	81,819,500	1	0.72	1.22	23	16.50	28.11	64	45.92	78.22
Tulsa	669,279	5,739,854,119	75	0.56	1.31	3994	29.84	69.58	10927	81.63	190.37
Wagoner	80,981	764,254,355	12	0.74	1.57	270	16.67	35.33	748	46.18	97.87
Washington	52,455	373,721,655	4	0.38	1.07	156	14.87	41.74	618	58.91	165.36
Washita	10,924	212,180,530	3	1.37	1.41	43	19.68	20.27	123	56.30	57.97
Woods	8,624	95,484,064	0	0.00	0.00	14	8.12	14.66	61	35.37	63.89
Woodward	20,470	252,190,370	5	1.22	1.98	57	13.92	22.60	285	69.61	113.01
<b>Statewide</b>	<b>3,959,353</b>	<b>42,817,565,156</b>	<b>602</b>	<b>0.76</b>	<b>1.41</b>	<b>18808</b>	<b>23.75</b>	<b>0.06</b>	<b>61739</b>	<b>77.97</b>	<b>0.18</b>

\*Population Source: U.S. Census Bureau, Population Estimates  
 \*\*Vehicle Miles Traveled Source: Oklahoma Department of Transportation  
 Injury crashes includes incapacitating injury, non-incapacitating injury and possible injury.

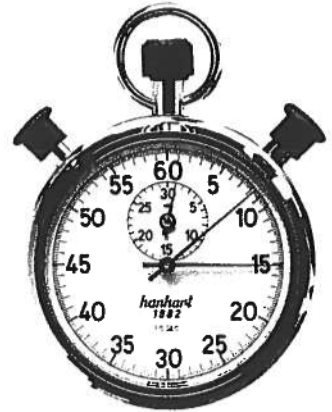


# CRASH & INJURY TIME LINES

## DAILY TRAFFIC CRASH TOLL:

Every day in 2020...

- ...169 crashes occurred.
- ...75 persons were injured in a crash.
- ...1.8 fatalities occurred on Oklahoma roads.



On the clock...

- ...7 crashes occurred every hour.
- ...1 crash occurred every 8.5 minutes.
- ...1 fatality occurred every 13.4 hours.



## MORE CRASHES OCCURRED...

- ...on Friday than any other day of the week.
- ...in October than any other month of the year.
- ...between 5:00pm and 5:59pm than any other hour of the day.

## MORE FATALITIES OCCURRED...

- ...on Monday than any other day of the week.
- ...in October than any other month of the year.
- ...between 3:00pm and 3:59pm, and between 5:00pm and 5:59pm, than any other hours of the day.





# FATAL CRASH HISTORY

**Friday, September 25, was the deadliest day on Oklahoma roads in 2020.** Seven people, including four females and three males, were killed in four separate crashes during that 24-hour period. Three of the crashes were single fatality crashes and included a passenger in a vehicle who was unbelted. The other two fatalities in single fatality crashes were both drivers of motorcycles. One was not wearing a helmet, and it is unknown if the other one was wearing a helmet or not. One of these crashes was drug-related, and one was alcohol-related. The final crash claimed four lives, all occupants of a passenger vehicle including the driver and three passengers. Only one passenger in the vehicle was wearing a seat belt, and the crash was both drug- and alcohol-related.

**Friday, March 8, was the deadliest day on Oklahoma roads in 2019.** Nine people, including five females and four males, were killed in six different crashes during that 24-hour period. Two people, a driver wearing a seat belt, and a passenger who was unbelted, were killed in one alcohol-related crash. Another crash claimed three lives, including one juvenile on a school bus, and the driver and passenger of the vehicle that hit the bus. Additionally, there was a driver in a passenger vehicle, and a driver of a large truck who were killed in separate crashes. The latter of these crashes was drug-related. Lastly, two pedestrians were killed in separate crashes where each was crossing the road not at intersections and were struck.

**Saturday, July 28, was the deadliest day on Oklahoma roads in 2018.** Seven people, all of whom were males, were killed in seven different crashes during that 24-hour period. One was the driver of a pickup truck who was wearing a seatbelt, one was driving an SUV and not wearing a seatbelt, and one was a child passenger in a car who was properly restrained in a car seat. There were also two motorcycle operators who were killed on this day; one was wearing a helmet while the other was not. Of the two other fatalities, one was a bicyclist and one was a pedestrian. Of these seven crashes, three were alcohol-related, and one was drug-related.

**Monday, July 17, was the deadliest day on Oklahoma roads in 2017.** Eight people, including four males and four females, were killed in four different crashes during that 24-hour period. One was the driver of a pickup truck, one was the driver of a car, and one was driving an SUV. Of the others killed on that day, one was the passenger in the car, three were passengers inside the SUV, and the remaining one was the passenger on an ATV. The drivers of the SUV and the pickup were both wearing their seatbelts, while the driver of the car was not. One of the passengers in the SUV had unknown restraint use, but all the other passengers, including the ATV rider, were not restrained. One crash resulted in four fatalities, one crashes resulted in two fatalities, and the other two crashes were single fatality crashes. Two of the crashes were alcohol-related, and one was drug-related. Contributing factors by the drivers killed included failure to yield, going left of center, and inattention, while the ATV crash was attributed to unsafe speed. The oldest person killed on this day was 40 years old, while the youngest was four years old.

**Friday, January 8, was the deadliest day on Oklahoma roads in 2016.** Ten people, including six males and four females, were killed in four different crashes during that 24-hour period. Two were drivers of pickup trucks and one was the driver of a passenger van. Two were passengers of pickup trucks, and five people were passengers in the passenger van. Contributing factors by the drivers killed include driving left of center, and no improper act/movement. Of the ten persons killed, three were using seat belts/child safety seat, four were unrestrained, and three people had unknown restraint use. One crash resulted in two fatalities, one crash resulted in six fatalities, and two were single fatality crashes.





# FATALITY & INJURY RATES

2020 Fatality & Injury Rates by County Population & Vehicle Miles Traveled								
County	Estimated Population*	Vehicle Miles Traveled**	Fatality			Injury		
			Fatalities	Rate Per 5,000 Pop	Rate per 100 Million VMT	Injuries	Rate Per 5,000 Pop	Rate per 100 Million VMT
Adair	19,495	157,491,881	5	1.28	3.17	86	22.06	54.61
Alfalfa	5,699	77,422,253	3	2.63	3.87	31	27.20	40.04
Atoka	14,143	374,375,821	3	1.06	0.80	114	40.30	30.45
Beaver	5,049	131,127,927	5	4.95	3.81	34	33.67	25.93
Beckham	22,410	403,659,322	8	1.78	1.98	106	23.65	26.26
Blaine	8,735	237,260,912	0	0.00	0.00	65	37.21	27.40
Bryan	46,067	597,325,159	12	1.30	2.01	320	34.73	53.57
Caddo	26,945	436,390,718	11	2.04	2.52	157	29.13	35.98
Canadian	154,405	1,479,494,763	26	0.84	1.76	687	22.25	46.43
Carter	48,003	609,049,084	9	0.94	1.48	296	30.83	48.60
Cherokee	47,078	338,128,095	7	0.74	2.07	202	21.45	59.74
Choctaw	14,204	198,678,881	3	1.06	1.51	115	40.48	57.88
Cimarron	2,296	99,599,468	1	2.18	1.00	15	32.67	15.06
Cleveland	295,528	1,976,389,464	31	0.52	1.57	1658	28.05	83.89
Coal	5,266	70,854,747	1	0.95	1.41	30	28.48	42.34
Comanche	121,125	867,388,351	15	0.62	1.73	594	24.52	68.48
Cotton	5,527	131,636,088	3	2.71	2.28	41	37.09	31.15
Craig	14,107	320,899,316	0	0.00	0.00	106	37.57	33.03
Creek	71,754	951,892,494	9	0.63	0.95	392	27.32	41.18
Custer	28,513	483,660,951	5	0.88	1.03	154	27.01	31.84
Delaware	40,397	425,763,262	12	1.49	2.82	242	29.95	56.84
Dewey	4,484	136,118,508	2	2.23	1.47	24	26.76	17.63
Ellis	3,749	96,065,481	0	0.00	0.00	18	24.01	18.74
Garfield	62,846	475,480,055	6	0.48	1.26	363	28.88	76.34
Garvin	25,656	535,718,667	8	1.56	1.49	197	38.39	36.77
Grady	54,795	742,095,547	14	1.28	1.89	351	32.03	47.30
Grant	4,169	88,746,897	2	2.40	2.25	19	22.79	21.41
Greer	5,491	53,987,706	1	0.91	1.85	20	18.21	37.05
Harmon	2,488	26,631,054	1	2.01	3.76	7	14.07	26.29
Harper	3,272	73,441,347	1	1.53	1.36	13	19.87	17.70
Haskell	11,561	111,674,233	4	1.73	3.58	55	23.79	49.25
Hughes	13,367	145,469,071	6	2.24	4.12	35	13.09	24.06
Jackson	24,785	196,171,349	5	1.01	2.55	88	17.75	44.86
Jefferson	5,337	78,130,747	5	4.68	6.40	15	14.05	19.20
Johnston	10,272	138,705,537	2	0.97	1.44	65	31.64	46.86
Kay	43,700	524,059,775	6	0.69	1.14	223	25.51	42.55
Kingfisher	15,184	218,031,112	2	0.66	0.92	60	19.76	27.52
Kiowa	8,509	122,617,425	1	0.59	0.82	57	33.49	46.49
Latimer	9,444	93,591,264	2	1.06	2.14	55	29.12	58.77
LeFlore	48,129	441,450,619	10	1.04	2.27	290	30.13	65.69
Lincoln	33,458	564,356,841	6	0.90	1.06	202	30.19	35.79
Logan	49,555	495,338,439	8	0.81	1.62	190	19.17	38.36
Love	10,146	340,261,799	5	2.46	1.47	81	39.92	23.81
McClain	41,662	880,173,014	16	1.92	1.82	313	37.56	35.56
McCurtain	30,814	352,971,855	15	2.43	4.25	262	42.51	74.23
McIntosh	18,941	493,813,561	10	2.64	2.03	111	29.30	22.48



# FATALITY & INJURY RATES

2020 Fatality & Injury Rates by County Population & Vehicle Miles Traveled								
County	Estimated Population*	Vehicle Miles Traveled**	Fatality			Injury		
			Fatalities	Rate Per 5,000 Pop	Rate per 100 Million VMT	Injuries	Rate Per 5,000 Pop	Rate per 100 Million VMT
Major	7,782	159,729,138	8	5.14	5.01	35	22.49	21.91
Marshall	15,312	148,887,958	6	1.96	4.03	69	22.53	46.34
Mayes	39,046	642,459,165	18	2.30	2.80	359	45.97	55.88
Murray	13,904	255,393,982	2	0.72	0.78	101	36.32	39.55
Muskogee	66,339	779,151,278	11	0.83	1.41	508	38.29	65.20
Noble	10,924	412,580,307	4	1.83	0.97	97	44.40	23.51
Nowata	9,320	120,374,176	3	1.61	2.49	23	12.34	19.11
Okfuskee	11,310	209,304,256	8	3.54	3.82	68	30.06	32.49
Oklahoma	796,292	7,938,855,077	74	0.46	0.93	7418	46.58	93.44
Okmulgee	36,706	449,352,930	8	1.09	1.78	194	26.43	43.17
Osage	45,818	354,106,679	3	0.33	0.85	187	20.41	52.81
Ottawa	30,285	503,807,756	9	1.49	1.79	225	37.15	44.66
Pawnee	15,553	223,012,043	2	0.64	0.90	82	26.36	36.77
Payne	81,646	684,582,045	6	0.37	0.88	541	33.13	79.03
Pittsburg	43,773	629,546,638	5	0.57	0.79	277	31.64	44.00
Pontotoc	38,065	358,619,609	10	1.31	2.79	141	18.52	39.32
Pottawatomie	72,454	773,220,728	12	0.83	1.55	512	35.33	66.22
Pushmataha	10,812	152,083,468	6	2.77	3.95	58	26.82	38.14
Roger Mills	3,442	48,027,609	1	1.45	2.08	15	21.79	31.23
Rogers	95,240	1,054,157,728	16	0.84	1.52	589	30.92	55.87
Seminole	23,556	377,623,175	17	3.61	4.50	143	30.35	37.87
Sequoyah	39,281	558,747,204	4	0.51	0.72	203	25.84	36.33
Stephens	42,848	372,253,198	6	0.70	1.61	229	26.72	61.52
Texas	21,384	298,593,556	4	0.94	1.34	81	18.94	27.13
Tillman	6,968	81,819,500	1	0.72	1.22	36	25.83	44.00
Tulsa	669,279	5,739,854,119	79	0.59	1.38	5883	43.95	102.49
Wagoner	80,981	764,254,355	12	0.74	1.57	378	23.34	49.46
Washington	52,455	373,721,655	4	0.38	1.07	233	22.21	62.35
Washita	10,924	212,180,530	3	1.37	1.41	73	33.41	34.40
Woods	8,624	95,484,064	0	0.00	0.00	19	11.02	19.90
Woodward	20,470	252,190,370	5	1.22	1.98	82	20.03	32.52
Statewide	3,959,353	42,817,565,156	654	0.83	1.53	27418	34.62	64.03

\*Population Source: U.S. Census Bureau.  
 \*\*Vehicle Miles Traveled Source: Oklahoma Department of Transportation.  
 Injuries include incapacitating injury, non-incapacitating injury and possible injury.



# SAFETY EQUIPMENT

## *2020 SAFETY EQUIPMENT STATISTICS in Passenger Vehicles or Pickup Trucks*

### **Safety Equipment Usage among the 654 Fatality Victims:**

69.9% (457 of 654) were occupants of passenger vehicles and pickup trucks.\*

49.7% (227 of 457) were not using safety belts or child restraints.

40.9% (187 of 457) were using safety belts or child restraint devices.

9.4% (43 of 457) were cases in which safety equipment usage was unknown.

30.1% (197 of 654) were cases in which safety equipment usage was not applicable.\*\*

### **Safety Equipment Usage among the 27,418 Injured.**

91.4% (24,874 of 27,418) were in passenger vehicles or pickup trucks.\*

8.4% (2,100 of 24,874) were not using safety belts or child restraints.

87.1% (21,662 of 24,874) were using safety belts or child restraint devices.\*\*\*

4.5% (1112 of 24,874) were cases in which safety equipment usage was unknown.

9.3% (2,544 of 27,418) were cases in which safety equipment usage was not applicable.\*\*

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\* Includes all persons in passenger vehicles, pickup trucks, and police units regardless of seating position or age.

\*\* Not applicable includes motorcycles, pedestrians, bicyclists, and persons in vehicle types not required to use safety belts by state statute.

\*\*\* Use of safety equipment among the injured may be over reported.

