

ANNUAL REPORT

FY2020

Oklahoma



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Table of Contents

Preface	2
OSHO Mission and Vision Statement	3
Executive Summary.....	4
OHSO Organizational Chart.....	5
NHTSA Core Outcome (C) and Behavior (B) Performance Measures	6
C-1 Number of Traffic Fatalities.....	6
C-2 Number of Serious Injuries	6
C-3 Fatality Rates	6
C-4 Unrestrained Passenger Vehicle Occupants	6
C-5 Number of Fatalities, operator .08 or more BAC.....	6
C-6 Speed-related Fatalities	6
C-7 Motorcyclist Fatalities	7
C-8 Unhelmeted Motorcycle Fatalities	7
C-9 Drivers Aged Under 21 Involved in Fatal Crashes	7
C-10 Number of Pedestrian Fatalities	7
C-11 Number of Pedalcyclist Fatalities.....	7
B-1 Statewide Seat Belt Use Rate	7
State Performance Measures	7
S-1 Railroad Safety.....	7
S-2 Alcohol-related fatalities.....	8
S-3 Drug-related fatalities	8
S4 Distracted Drivers	8
S-5 Traffic Records	8
Assessment of Results in Achieving Performance Targets for FY20 and FY19	9
Assessment of Results in Achieving Other Performance Targets for FY20 and FY19	10
Coordination with the State Strategic Highway Safety Plan (SHSP).....	11
Traffic Safety Surveys.....	11
Partnerships in Traffic Safety	11
Enforcement Activity	13
Nationwide Mobilizations	13
Selective Traffic Enforcement Program.....	13

- Impaired Driving Program Summary 13
 - Impaired Driving Program Activities 13
- Motorcycle Safety Program Summary 15
 - Motorcycle Safety Program Activities 16
- Occupant Protection (OP) Program Summary 17
 - Occupant Protection Program Activities 17
 - M2HVE-20-07-01-14 17
 - OHP Statewide HVE OP Enforcement 17
 - OP-20-03-02-14 17
 - OHP Statewide OP Enforcement 17
- Bicycle/Pedestrian Safety Program Summary 18
 - Bicycle/Pedestrian Safety Program Activities 18
- Police Traffic Services/Speed Abatement Program Summary 19
 - Collision Investigation Program Activities 19
 - Police Traffic Services & Speed Enforcement Program Activities 20
- Statewide Data Systems/Traffic Records Program Summary 21
 - Data Systems/Traffic Records Program Activity 21
- Railroad Safety Program Summary 22
 - Railroad Safety Program Activities 22
- Driver Education Program Summary 23
 - Driver Education Program Activity 23
- Teen Safety Programs 23
 - Teen Safety Program Activity 24
- Media Program Summary 25
- Equipment Purchased 26
- FY2020 Financial Information *included on following pages:* 27

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Preface

The National Highway Traffic Safety Administration (NHTSA) requires the Oklahoma Highway Safety Office (OHSO) to produce the annual report for the Federal Fiscal Year (FFY) 2020 - from October 1, 2019, through September 30, 2020. This report contains a variety of crash data statistical references. The latest crash data currently available from the NHTSA Fatality Analysis Reporting System (FARS) database is the Calendar Year (CY) 2019. The latest finalized crash data available from the State of Oklahoma crash database is FY2020. Due to corrections made in the FARS database not reflected in the Oklahoma database, occasional statistical differences related to actual numbers, use rates, and percentages will appear. Except for the number of Serious Injuries (A) and the Seat Belt Use Rate, all of the Core Performance Measures addressed in this report are FARS data.

OSHO Mission and Vision Statement



Vision

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

Mission

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



Executive Summary

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

During the spring of FY20, Oklahoma, as well as the Nation, were affected by the COVID-19 pandemic. The pandemic, and resulting restrictions and government mandates, severely reduced the overall execution of allocated funding and reduced grant program activities.

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

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

After submission and acceptance by NHTSA of the Annual closeout report, all grants are reviewed by the Supervisory Staff to determine the overall attainment of performance targets by the previous FY grants. In January, the OHSO opens applications for the next FY. Once the applications go through the initial screening process, the remaining grant applications are reviewed for agencies from the previous FY. Those agencies are further screened to determine how they performed the previous FY, and adjustments are made based on their attainment of previously stated performance targets. Those adjustments will be noted in the next FY HSP.

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

Sincerely,

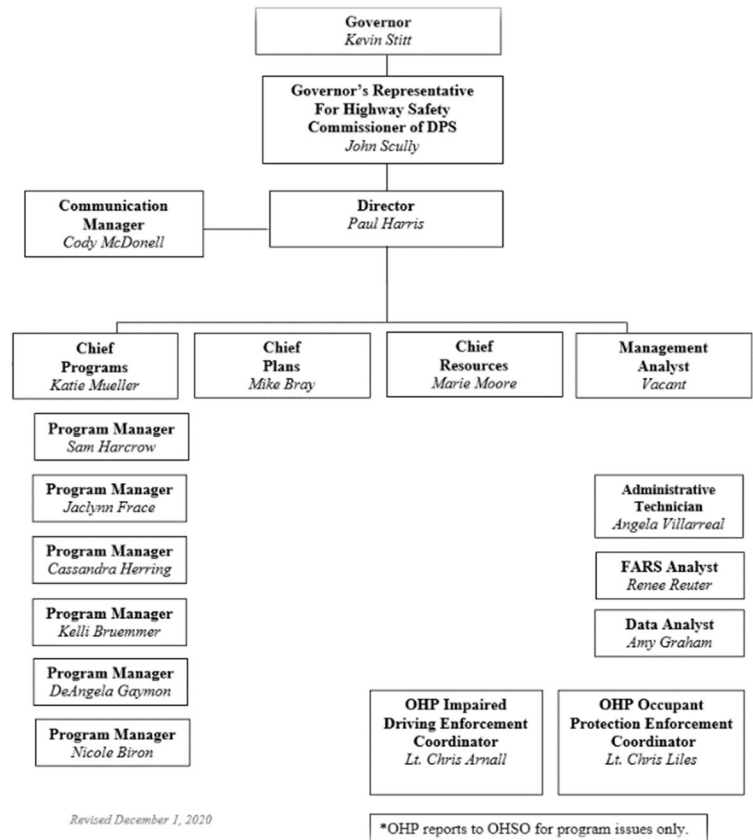
Paul Harris

Director, Oklahoma Highway Safety Office

OHSO Organizational Chart

Below is the current Organizational Chart for the OHSO:

- Director
- Chief of Resources
- Chief of Plans
- Chief of Programs
- Six (6) Program Managers
- Communications Manager
- Data Analyst
- FARS Analyst
- Accountant
- Administrative Technician



OHSO has a full-time Oklahoma Highway Patrol (OHP) Statewide Impaired Driving Enforcement Coordinator (OHP LT), a full-time Statewide Occupant Protection Enforcement Coordinator (OHP LT), and five full-time OHP Troopers assigned as Impaired Driving Liaisons (IDLs). They promote impaired driving and occupant protection enforcement efforts statewide.

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

C-1 Number of Traffic Fatalities

Target: To decrease the number of traffic fatalities from 687 in 2016 to 662 in 2020

Based on FARS data for 2019, there were 640 fatalities, which is well below the target of 699 for CY2019. Preliminary Oklahoma data for FY2020 shows a significant decrease in fatality crashes, 622, from the previous year and should remain well below the target of 662. The 5-year rolling average is trending downward.

C-2 Number of Serious Injuries

Target: To decrease the number of Serious Injuries from 2788 in 2016 to 2465 in 2020.

Based on Oklahoma data for 2019, there were 2225 Serious Injuries from traffic crashes, which is well below the target of 2806 for FY2019. Preliminary Oklahoma data for FY2020 shows a significant decrease in serious injury crashes at 2055 from the previous year and should remain below the target of 2465.

C-3 Fatality Rates

Target: To decrease the Total Fatalities per 100M VMT rate from 1.41 in 2016 to 1.32 in 2020.

It appears that Oklahoma will meet the 2019 target of 1.44 Fatality Rate based on the Oklahoma data of 1.4. FARS data for CY2019 is not yet available, as well as Oklahoma data for FY2020.

C-4 Unrestrained Passenger Vehicle Occupants

Target: To decrease the number of unrestrained passenger vehicle occupant fatalities (all seating positions) from 225 in 2016 to 204 in 2020.

Based on CY2019 FARS data, there were 206 unrestrained passenger vehicle occupant fatalities, which is below the target of 210. Preliminary Oklahoma data for FY2020 shows 224 unrestrained passenger vehicle occupant fatalities, which is above the target of 204.

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

Target: To decrease the number of fatalities involving a driver/motorcycle operator .08 or more BAC from 181 in 2016 to 134 in 2020.

This performance measure's data is the most difficult to obtain, and the disparity between FARS and Oklahoma data is quite noticeable. FARS data for CY2019 shows 154 fatalities related to this performance measure, and Oklahoma data shows 165; however, the data shows Oklahoma did not meet its target for 2019. Preliminary Oklahoma data for FY2020 shows a decrease, but the data is still too early to give any indication Oklahoma will meet the target of 134.

C-6 Speed-related Fatalities

Target: To decrease the number of speed-related fatalities from 183 in 2016 to 135 in 2020.

FARS data for CY2019 showed a decrease in speed-related fatalities, 128, which is below the target of 148. Preliminary Oklahoma FY2020 data of 129 appears Oklahoma will meet the 2020 target of 135.

C-7 Motorcyclist Fatalities

Target: To decrease the number of motorcycle fatalities from 88 in 2016 to 82 in 2020.

FARS data for CY2019 showed a significant decrease, 68, which is departure from the static rate from previous years. Preliminary Oklahoma FY2020 data shows another decrease of 52, which appears Oklahoma will meet the 2020 target of 82.

C-8 Unhelmeted Motorcycle Fatalities

Target: To decrease the number of unhelmeted motorcycle fatalities from 62 in 2016 to 49 in 2020.

FARS data for CY2019 showed a significant decrease in unhelmeted motorcycle fatalities, 42, and based on Preliminary Oklahoma FY2020 data, Oklahoma will meet the 2020 target.

C-9 Drivers Aged Under 21 Involved in Fatal Crashes

Target: To limit the projected increase in the number of drivers aged under 21 involved in fatal crashes from 79 in 2016 to no more than 83 in 2020.

FARS data for CY2019 showed the lowest number of drivers aged under 21 involved in fatal crashes in nearly decade, 75; however, Oklahoma did NOT meet the target for 2019. Preliminary Oklahoma FY2020 data shows a significant increase, 93, and it appears Oklahoma will NOT meet the 2020 target.

C-10 Number of Pedestrian Fatalities

Target: To decrease the number of pedestrian fatalities from 88 in 2016 to 83 in 2020.

FARS data for CY2019 showed a significant increase in pedestrian fatalities, 85, and Oklahoma did NOT meet the target of 75. Preliminary Oklahoma FY2020 data appears Oklahoma will NOT meet the 2020 target of 83.

C-11 Number of Pedalcyclist Fatalities

Target: To limit the projected increase in the number of pedalcyclist fatalities from 5 in 2016 to no more than 11 in 2020.

Although FARS data for CY2019 showed a decrease from the previous year, Oklahoma still did NOT meet the target of 5 pedalcyclist fatalities. Preliminary Oklahoma FY2020 data appears Oklahoma will NOT meet the 2020 target of 11.

B-1 Statewide Seat Belt Use Rate

Target: To increase the statewide safety belt use rate from 85.6% in 2018 to 86.3% in 2020.

Due to the global health crisis, Oklahoma did not conduct a survey for FY2020.

State Performance Measures

Oklahoma did not include the State performance measures in the 2021 HSP; however, Oklahoma will include a portion of these measures in subsequent HSPs.

S-1 Railroad Safety

S-1a Target: To maintain or decrease the number of rail grade crossing fatalities from 7 in 2016 to no more than 7 in 2020.

Preliminary Oklahoma FY2020 data appears Oklahoma will meet the 2020 target.

S-1b Target: To limit a projected increase in the number of rail grade crossing serious injury crashes from 6 in 2016 to no more than 8 in 2020.

Preliminary Oklahoma FY2020 data appears Oklahoma should meet the 2020 target.

S-2 Alcohol-related fatalities

Target: To decrease the number of alcohol-related fatalities from 189 in 2016 to 143 in 2020.

Preliminary Oklahoma FY2020 data appears Oklahoma will meet the 2020 target.

S-3 Drug-related fatalities

Target: To limit a projected increase in the number of drug-related fatalities from 134 in 2016 to 264 in 2020.

This metric is difficult to measure. The data results are suspected or found to be in the person's system, including prescription medications, which may not be the direct cause of the crash. However, Preliminary Oklahoma FY2020 data appears Oklahoma will meet the 2020 target.

S4 Distracted Drivers

S-4a Target: To decrease the number of distracted drivers involved in distracted driving-related KA crashes from 1404 in 2016 to 1306 in 2020.

The 2020 HSP target reported for distracted drivers was for KAB crashes. For FY2019, KA crashes were 399, and according to Preliminary Oklahoma FY2020 data, Oklahoma had an increase to 410 KA crashes.

S-4b Target: to decrease the number of distracted drivers age 16-25 involved in KA crashes from 604 in 2016 to 461 in 2020.

The 2020 HSP target reported for distracted drivers was for KAB crashes. The data for FY2019 is for KA crashes, which were 83, and according to Preliminary Oklahoma FY2020 data, Oklahoma had a decrease to 61 KA crashes.

S-5 Traffic Records

Target: To complete the initial development of a new electronic crash reporting system allowing access to all Oklahoma law enforcement agencies by January 1, 2021.

Oklahoma is on track for the initial development phase of the e-crash reporting system, with phase I (development) coming to a close on or about December 28, 2020.

Assessment of Results in Achieving Performance Targets for FY20 and FY19

Performance Measure	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY 20 Progress Results	On Track to Meet FY20 Target Y/N ** (in-progress)	Target Value FY19 HSP	Target Year(s)	Data Source/ FY19 Final Result	Met FY19 Target Y/N
C-1) Total Traffic Fatalities	5 year	2016-2020	662	FY20 STATE 622	Y	699	2015-2019	2019 FARS 640	Y
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	2465	FY20 STATE 2055	Y	2806	2015-2019	2019 STATE 2230	Y
C-3) Fatalities/VMT	5 year	2016-2020	1.32	Not Available	Not Available	1.43	2015-2019	2019 STATE 1.4	Y
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY20 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2016-2020	204	2019 FARS 206	N	210	2019	2019 FARS 206	Y
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016-2020	134	2019 FARS 154	Y	139	2019	2019 FARS 154	N
C-6) Speeding-Related Fatalities	5 year	2016-2020	135	2019 FARS 128	Y	148	2019	2019 FARS 128	Y
C-7) Motorcyclist Fatalities (FARS)	5 year	2016-2020	82	2019 FARS 68	Y	73	2019	2019 FARS 68	Y
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2016-2020	49	2019 FARS 42	Y	62	2019	2019 FARS 42	Y
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2016-2020	83	2019 FARS 75	N	73	2019	2019 FARS 75	N
C-10) Pedestrian Fatalities	5 year	2016-2020	83	2019 FARS 85	N	75	2015-2019	2019 FARS 85	N
C-11) Bicyclist Fatalities	5 year	2016-2020	11	2019 FARS 13	N	5	2015-2019	2019 FARS 13	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2020	86.3%	**		86.7%	2019	84.7%	N

*FY20 State data is preliminary and will likely differ from year-end FARS

** Did not conduct Observed Seat Belt Use Survey for FY20 due to COVID-19

Assessment of Results in Achieving Other Performance Targets for FY20 and FY19

Other Performance Measure	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY 20 Progress Results	On Track to Meet FY20 Target Y/N ** (in-progress)	Target Value FY19 HSP	Target Year(s)	Data Source/ FY19 Final Result	Met FY19 Target Y/N
S-1a Rail Grade Crossing Fatalities	5 year	2016-2020	7	1	Y	6	2019	4	Y
S-1b Rail Grade Crossing Serious Injury	5 year	2016-2020	8	7	Y	12	2019	3	Y
S-2 Alcohol-related Fatalities	5 year	2016-2020	143	136	Y	NA	NA	NA	NA
S-3 Drug-related Fatalities	5 year	2016-2020	264	96	Y	92	2019	245	N
S-4a Distracted Drivers	5 year	2016-2020	1306	410	*Y	1359	2019	399	*Y
S-4b Distracted Drivers aged 16-25	5 year	2016-2020	461	61	*Y	494	2019	83	*Y
S-5 Traffic Records	Annual	2020			Y				N

*FY20 HSP Targets used KAB, so the Targets are much higher.

Coordination with the State Strategic Highway Safety Plan (SHSP)

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

Traffic Safety Surveys

Below grant funded surveys were not executed due to the COVID-19 pandemic:

- Statewide Seat Belt Use Survey – OP-20-06-01-00
- Statewide Child Restraint Use Survey – OP-20-06-01-00
- Attitude and Awareness Survey – Split PM-20-02-01-04; M2PE-20-02-03-04; M2X-20-06-01-00

Below grant funded survey was conducted for FY2020:

- Automated Enforcement Survey – PT-20-06-02-00

Partnerships in Traffic Safety

Distracted Driving

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

Safe Communities/Community Traffic Safety Programs

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

Three advanced collision investigation training courses for law enforcement were held in FY2020. Through a grant with the OHSO, the training division within the OHP conducted level 1, 2 and 3 of the Advanced Crash Investigation Course to include local city and county enforcement agencies.

Energize for Safety Coalition

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

- Using Oklahoma crash data for improved journey management planning tools
- Providing free employer traffic safety education materials to operators
- Created a DOT highway safety corridor in the operating areas to include increased enforcement and community education
- Public-private partnerships for infrastructure improvements in the area
- Alive @ 25 presented to a few schools prior to COVID-19 restrictions

Other Notable Events

- *OHSO Inaugural Traffic Safety Summit* – The OHSO held its inaugural Traffic Safety Summit (Summit) in February 2020. The Summit included Drug Recognition Expert (DRE) training, Standardized Field Sobriety Test training (SFST), a green lab (similar to a wet lab with alcohol, this one involved marijuana), crash investigation training provided by the Oklahoma Highway Patrol's Traffic Homicide Unit (THU), and other training sessions for the record-breaking attendance of more than 450 local and state law enforcement officers/troopers and other traffic safety professionals.
- *Partnership with Texas Department of Transportation (TxDOT) and Texas Department of Public Safety (TxDPS)* – OHSO partnered with TxDOT and TxDPS to address an increase in fatality crashes just South of the Oklahoma border near Guymon, OK.

Legislative Update

Notable traffic safety legislative efforts introduced in this year's legislative session.

HB 1044 – Distracted Driving, Unlawful Use of Cellular Telephone – Enacted

HB 1265, 2453, 2454 – Pedestrian and Bike Safety – Enacted

HB 1926 – School Bus Safety – Enacted

HB 1936 – Child Passenger Protection, Seatbelts and Occupant Protected – Failed

SB 1303 – Child Passenger Protection, Seatbelts and Occupant Protected – Failed

SB1464 – Impaired Driving – Failed

Enforcement Activity

A total of thirty-two (32) law enforcement agencies received grants, which included funding for overtime traffic enforcement activities. These efforts resulted in a total of 98,460 citations issued.

Nationwide Mobilizations

FY2020 mobilizations were severely affected by the COVID-19 pandemic. Oklahoma participated in the December Holiday impaired driving mobilization. Even though NHTSA waived the requirement to participate in the 2020 Click It or Ticket (CIOT) national mobilization, OHSO encouraged all of their traffic safety partners to remain vigilant and make a concerted effort to make Occupant Protection a priority. As in previous years, the OHP liaison program was instrumental in working with local agencies on their impaired driving and occupant protection programs.

Selective Traffic Enforcement Program

All projects selected for inclusion in the Oklahoma FY2020 Highway Safety Plan contributed to the overall goal of improving traffic safety efforts to reduce the number and severity of traffic crashes in the State of Oklahoma to save lives. All grantees having traffic enforcement grants are required to submit monthly reports on the number of impaired driving, occupant protection, speeding and other type violations citations issued during grant funded operations. Due to the COVID-19 pandemic, all program areas/grant-funded projects were affected, and nearly all under-executed grant funding.

Impaired Driving Program Summary

In FY2020, OHSO provided grants to fifteen (15) agencies statewide, including the OHP, to conduct enforcement, training, or educational activities dedicated to impaired driving affecting most of Oklahoma's counties. These overtime efforts resulted in 1,472 arrests for impaired driving offenses. Several projects addressed increased training and education in impaired driving offenses for judges and prosecutors.

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

Impaired Driving Program Activities

Project Number	Project Title
M5HVE-20-03-01-14	OHP Impaired Driving Enforcement
M5HVE-20-03-02-14	Impaired Driving Liaison Project
M5IDC-20-07-01-14	Impaired Driving Liaison Project
AL-20-05-01-14	Impaired Driving Liaison Project

Utilizing all 13 field Troops, the OHP conducted sustained overtime impaired driving enforcement in 37 of Oklahoma's 77 counties. The Impaired Driving Coordinator utilized data from KA crashes to determine the amount of funding provided to each Troop. This project resulted in the arrest of 1,472 impaired drivers statewide during the grant year.

In addition to overtime enforcement, an OHP Statewide Impaired Driving/Occupant Protection Coordinator and five (5) full-time Impaired Driving Liaisons are grant funded. The IDLs are tasked with implementing and coordinating regional impaired driving areal-wide task force efforts to promote checkpoints and STEP programs directed at impaired driving and assist with any training that may be needed. The OHP Impaired Driving/OP Coordinator was employed to facilitate and coordinate the IDLs, field troops, and local agencies in the identification of problem areas and coordination of scheduling and reporting impaired driving-related activities. Among other duties, the coordinator employs a data-driven impaired driving strategic plan in conjunction with area-wide enforcement activities, under the immediate direction of an IDL.

Project Number	Project Title
M5OT-20-05-01-04	AlcoholEdu Project

A baseline of schools that participated in the AlcoholEdu for High School program in the previous grant cycle was provided to the OHSO.

- 100% of Oklahoma schools were provided with program information twice throughout the year
- 31 total schools were recruited for the program this year, which 30 of the total were not included in the baseline
- 7,741 new students were estimated to complete AlcoholEdu for High School this year
- 6 public information and education were conducted between the program developer and the Project Director

AlcoholEdu for High School has continued to successfully produce positive outcomes including increased student knowledge about alcohol, improved student attitudes and behaviors, and reduced negative consequences associated with underage drinking such as riding in a car with a drinking driver.

Project Number	Project Title
M5TR-20-05-01-07	Board of Test (BOT) Statewide Chemical Testing/Training Coordinator
M5BAC-20-05-01-12	OSBI Impaired Driving Testing

BOT struggled to execute funding this FY due to COVID-19 restrictions. Intoxilyzer 8000 classes were limited due to those restrictions. The State recognizes the need for this important training and will address the shortfall next FY.

OSBI project proved positive for FY2020. The grant provides two laboratory analysts to the OSBI Toxicology laboratory. The analysts provided are devoted solely to DUI casework. These analysts help to deal with the extra submittals that are incurred through additional law enforcement activities relating to DUI enforcement, in turn increasing the number of submittals to the OSBI Toxicology laboratory. During the time period of 10-01-19 to 09-31-20, the OSBI Toxicology laboratory averaged a turnaround time of 29.4 days. This value represents the time from when a case is submitted to when the report is issued by the laboratory. This value ranged from a monthly high average of 41.2 days to a low of 18.2 days. Goal #2: On October 1st, 2019, the Toxicology laboratory had 54 cases 30 days or older. On September 30th, 2020, the Toxicology laboratory had 9 cases 30 days or older.

Project Number	Project Title
AL-20-02-01-16	Oklahoma Drug Recognition Expert (DRE) Training

COVID caused all in person training to stand still after March 2020. The FY20 DRE School was put on hold and eventually canceled due to the COVID-19 restrictions put in place by agencies across the state. A DRE Instructor School was conducted, but those students will not be fully qualified until we have our FY21 DRE School as they are required to teach in the DRE program before they will be fully qualified as DRE Instructor's. We were able to shift some funds to PPE to help DRE's across the state continue to combat impaired driving.

Project Number	Project Title
M5TR-20-02-01-17	Traffic Safety Resource Prosecutor
M5CS-20-02-01-02	Judicial Educator

The TSRP project did not utilize all of the funding provided. COVID-19 precautions resulted in the postpone or cancellations of most in-person meetings and trainings hosted and attended by the project. The TSRP project was highly successful in providing virtual options for these events, but the net result was our inability to utilize most of our contractual and in-state travel costs. We hope that FY2021 provides the opportunity to begin hosting live events, and it is anticipated that the future costs associated with these trainings will capitalize on our current estimated budget costs.

The number of Judicial Training was less in FY20 due to COVID 19 restrictions.

Project Number	Project Title
164AL-20-03-01-16	Enid Alcohol-Impaired Driving Enforcement
164AL-20-03-02-17	Lawton Alcohol-Impaired Driving Enforcement
164AL-20-03-03-13	Tulsa County Impaired Driving Enforcement
AL-20-03-02-05	Del City Impaired Driving Enforcement
AL-20-03-04-11	McAlester Impaired Driving Enforcement
AL-20-03-05-17	Midwest City Impaired Driving Enforcement
AL-20-03-06-16	Oklahoma City Impaired Driving Enforcement
AL-20-03-07-15	Owasso Impaired Driving Enforcement
AL-20-03-08-17	Durant Impaired Driving Enforcement

The above local agencies participated in high-visibility impaired driving enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). Such countermeasures have long been recognized as effective countermeasures to prevent DUI related crashes. The agencies listed combined for a total of 607 DUI arrests during the grant period. While agencies listed were affected by the COVID-19 restrictions, they performed to the best of the ability to help combat impaired driving related crashes.

Impaired Driving Project Not Implemented or Activity Less Than Anticipated

Project Number	Project Title
AL-20-03-01-19	Bixby Impaired Driving Enforcement

Bixby PD only expended \$6,435 of the \$71,100 awarded. The project was not able to meet the majority of the milestones set each month due to the fact the program was suspended due to COVID-19 restrictions.

Motorcycle Safety Program Summary

Preliminary data indicates that Oklahoma will meet both targets for motorcycle safety in 2020. Of the 52 fatalities reported for FY2019 (OK data), 30 (58%) were unhelmeted, the same percentage as last FY. It is highly unlikely, Oklahoma will be able to pass a helmet law in the foreseeable future. Oklahoma has

addressed the traffic problems associated with the increased number of motorcyclists on the highways over the last several years by expanding training and education programs. The Oklahoma Advisory Committee for Motorcycle Safety and Education reviews and makes recommendations on applications for possible grant funding and solicits input from its members and partners on motorcycle safety matters.

Motorcycle Safety Program Activities

State funds were utilized for the below grant funded projects.

Project Number	Project Title
STMC-20-02-04-05	ABATE Motorcycle Safety Education

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

Due to the COVID-19 pandemic, most presentations from March through the end of the calendar year were canceled. The most significant success involved participating in the Oklahoma Challenge events. These were live, outdoor, large-venue events and had an opportunity to speak to thousands of teens and young adults about sharing the road with motorcycles. The branded StR trailer, pop-up canopy, brochures and wrecked motorcycles were a huge success. On multiple occasions, troopers from the Oklahoma Highway Patrol participated in these events. The Share the Road program combined with a verbal presentation from the OHP troopers was very impactful.

Project Number	Project Title
STMC-20-03-05-20	Broken Arrow Motorcycle Safety Education
STMC-20-02-06-22	Edmond Motorcycle Safety Education
STMC-20-02-11-13	Tulsa Motorcycle Safety Education

The overall nature of the above grant funded projects is to reduce crashes involving motorcycles, especially those that result in serious injury or death. The way to reduce motorcycle crashes is to educate and train motorcycle riders on what causes crashes and how to avoid them. This is accomplished through rider safety and skill courses taught on weekends by trained motorcycle officers from the above local agencies. The number of motorcycle safety training courses conducted were limited this FY due to the COVID-19 restrictions.

Project Number	Project Title
STMC-20-02-07-09	Great Plains Motorcycle Safety and Education
STMC-20-02-08-09	OSU-OKC Motorcycle Training and Education
STMC-20-02-09-08	Southern Motorcycle Safety and Education
STMC-20-02-10-06	Southwest Motorcycle Safety and Education
STMC-20-02-12-04	Western Technology Motorcycle Safety Education

The above listed community-based grant-funded motorcycle safety and education projects for FY2020 provided MSF training and/or share the road motorcycle safety and education events.

Due to the COVID-19 pandemic, most presentations from March through the end of the calendar year were canceled.

Motorcycle Safety Projects Not Implemented or Activity Less Than Anticipated

Project Number	Project Title
MC-20-02-01-09	Great Plains Motorcycle Safety and Education
MC-20-02-02-06	Southwest Motorcycle Safety and Education
MC-20-02-03-04	Western Technology Motorcycle Safety Education

The above grant funded projects were for travel only. Due to COVID-19 all travel was suspended; therefore, these projects were not implemented.

Occupant Protection (OP) Program Summary

Due to COVID-19 restrictions, Oklahoma did NOT conduct the Observational Seat Belt and Child Restraint System Survey for FY2020. The results for FY2019 showed a decrease from the previous surveyed year in seat belt use rate, as well as the child restraint use rate. Oklahoma did not participate in the National mobilization for Click or Ticket (CIOT) for FY2020 due to COVID-19 restrictions; however, the OHSO encouraged all their traffic safety partners to remain vigilant and make a concerted effort towards Occupant Protection. All grantees having traffic enforcement grants are required to submit monthly reports on the number of occupant protection citations issued during grant funded operations.

Occupant Protection Program Activities

Project Number	Project Title
M2HVE-20-07-01-14	OHP Statewide HVE OP Enforcement
OP-20-03-02-14	OHP Statewide OP Enforcement

Under the direction of an OHP Statewide Impaired Driving/Occupant Protection Coordinator, utilizing all 13 field troops and employing a combination of traffic safety checkpoints, saturation patrols, nighttime saturation and multi-agency special emphasis, the OHP conducted statewide overtime seat belt enforcement. Enforcement was concentrated in counties impacting 75% of the State's population and counties identified in the 2019 Statewide Seat Belt Survey as having low use rates. COVID-19 restrictions caused the program to be suspended for a period of two months; however, Troopers were still able to issue 5714 OP citations during FY2020. Some of those contacts occurred during night-time hours as Troopers continued to stay committed to OP enforcement.

Project Number	Project Title
M2CPS-20-02-01-22 M2CSS-20-02-01-22 M2TR-20-02-01-22	Safe Kids Oklahoma (SKO) Statewide Child Passenger Safety Program
M2CPS-20-02-02-20 M2CSS-20-02-02-20 M2TR-20-02-02-20 OP-20-06-02-20 STCPS-20-02-03-20	Safe Kids Tulsa Statewide (SKT) Child Passenger Safety Program

We are fortunate to have two high performance Child Passenger Safety programs that take the lead in CPS efforts in Oklahoma. Working as a team, SKO in Oklahoma City and SKT at St. Francis Hospital in Tulsa coordinated their efforts to provide CPS services to all 77 counties in Oklahoma. Due to COVID-19, many events and training sessions were cancelled (or altered) from mid-March 2020 through the end of the grant fiscal year.

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

- Checked 1,981 child seats for correct installation and use
- Distributed 1,607 car seats for needy families
- Sponsored 210 community car seat checkup events
- Conducted 111 community child seat workshops provided in English and Spanish, reaching 606 parents and caregivers
- Conducted 13 technician certification/recertification courses for 149 technicians

Oklahoma’s recertification rate dropped significantly due to COVID-19 restrictions; however, the State recertification rate of 47% is higher than the National recertification average of 43.7%.

SKT were not able to hold the Martha Collar Tech Reunion conference in person due to the COVID-19 pandemic.

Project Number	Project Title
OP-20-02-01-06	OK SAFE Teen Seat Belt Program

SAFE (Seatbelts Are For Everyone) is a partnership between students, law enforcement agencies, and traffic safety advocates designed to bring awareness to the importance of wearing seat belts to reduce the number and severity of KA crashes among Oklahoma’s high school students. Due to COVID-19 restrictions forcing schools to move to virtual platforms in March and throughout the end of the school year, most participating schools could not complete their mid-year or final surveys. Additionally, they no longer hosted education activities with the student body due to the virtual environment and limited contact with other students. The TSS and LE were no longer able to travel to schools to support the SAFE program or to recruit new schools due to COVID-19. This significantly impacted the program utilization. They are working to find ways to adapt to the new school models and to fully utilize our grant funds for this very important program.

Project Number	Project Title
OP-20-03-01-20	Broken Arrow Occupant Protection Enforcement
OP-20-03-03-02	Kay County Occupant Protection Enforcement

The above local agencies participated in high-visibility OP enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). Such countermeasures have long been recognized as effective countermeasures to increase seat belt compliance. The agencies listed combined for a total of 383 citations issued for seat belt/child restraint violations. While agencies listed were affected by the COVID-19 restrictions, they performed to the best of the ability to help encourage seat belt/child restraint utilizations.

Bicycle/Pedestrian Safety Program Summary

Bicycle/Pedestrian Safety Program Activities

Project Number	Project Title
PS-20-02-01-06	INCOG Pedestrian/Bicyclist Safety Program

TravelWithCare (TwC) Tulsa campaign is a multifaceted campaign for educating the public about how the streets are changing and how they can be safer for everyone - particularly pedestrians and people on bikes. The primary focus of this safety campaign is on education. INCOG uses FaceBook to increase awareness of new laws, safety tips and promote the Tulsa region's trails. They showcased real stories of Tulsa pedestrians and people on bikes impacted by the rules of the road. They provided a strategic, results-driven social media strategy through an understanding of data and analytics combined with a creative storytelling approach. Type

of content include #TravelWithCareTulsa, human stories, state laws, and trail system. Due to COVID-19, almost all the public events were canceled.

Project Number	Project Title
PS-20-02-02-22	SKO Bicycle/Pedestrian Safety Program

Safe Kids Oklahoma was grateful to have the opportunity to help decrease bike and pedestrian fatalities in Oklahoma in FY20. Due to COVID-19 restrictions, many of our events were cancelled - especially due to school closures. We were not able to host any Bike to School events in May. Also, sadly, we had to cancel Safe Kids Day at the OKC Zoo where we were planning booths highlighting Bike, Pedestrian and Spot the Tot booths - we're hopeful for next year! However, by the end of the fiscal year, we were learning to adapt by focusing our efforts on outdoor activities and partnering with child passenger safety efforts.

In FY2020, they partnered with 9 elementary schools, and 1 middle school to provide bike and pedestrian safety education to 2,675 students. At three of those schools, they hosted Walk to School events in October. They increased their efforts around Halloween Safety this year and participated in 4 events where we purposed to attached zipper pull reflectors to children's jackets and backpacks.

Police Traffic Services/Speed Abatement Program Summary

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

Collision Investigation Program Activities

Project Number	Project Title
AI-20-02-01-04	Advanced Crash Investigation Training

The nature of this project was to provide advanced training in crash investigations to Oklahoma law enforcement agencies. Three, 80-hour classes were proposed to give the opportunity to be trained as accident reconstructionist. The OHP Traffic Homicide Unit used experienced troopers to train other troopers and officers in this training. Staged crashes were conducted so students could apply skills learned in the class. Written tests were given, and practical, comprehensive projects were given from the staged crash so students could get real world experience reconstructing a crash and get feedback from instructors. There were a total of 60 students in all classes.

Project Number	Project Title
M3DA-20-06-01-01	OHP Statewide Crash Investigation Team

This project funds equipment for the OHP Traffic Homicide Unit to investigate serious injury and fatal collisions with highly advanced equipment that causes the data in the state crash form to be more accurate and timelier. The goals of this project will be to improve the timeliness, accuracy, completeness, uniformity, and integration of collision data using hardware/software to gather proper information while investigating collisions. The amount of agencies requesting assistance with OHSO funded grant equipment is growing each year causing the majority of the collisions that results in Suspected Serious Injury and Death to be more accurate as to cause and location and more timely as the scenes and diagrams are processed with more accuracy and quicker.

Police Traffic Services & Speed Enforcement Program Activities

There were twenty-one (21) general traffic enforcement grants funded this year to support local community efforts, with eleven (11) of those being dedicated specifically to speed abatement. All general enforcement projects are encouraged to include ongoing speed enforcement as an integral part of their project. As with impaired driving and occupant protection, all enforcement grants are required to submit the number of DUI, OP, and speed related violations issued during grant funded enforcement activity.

General Traffic Enforcement

Project Number	Project Title
PT-20-03-01-11	Calera General Traffic Enforcement
PT-20-03-03-22	Edmond General Traffic Enforcement
PT-20-03-04-16	Enid Alcohol-Impaired Driving Enforcement
PT-20-03-05-07	Idabel Traffic Enforcement
PT-20-03-06-12	Norman General Traffic Enforcement
PT-20-03-07-13	Oklahoma County Traffic Enforcement
PT-20-03-08-02	Osage County Traffic Enforcement
PT-20-03-09-10	Pottowatomie County Traffic Enforcement
PT-20-03-10-14	Shawnee Traffic Enforcement
PT-20-03-11-10	Warr Acres Traffic Enforcement

The above local agencies issued a total of 19,815 traffic violation citations, of which 11,874 were speed related, 744 were for OP, and 50 for DUI.

Speed Enforcement

Project Number	Project Title
SE-20-03-01-02	Bartlesville Speed Enforcement
SE-20-03-02-17	Bethany Speed Enforcement
SE-20-03-03-03	Bryan County Speed Enforcement
SE-20-03-04-01	Caddo County Sheriff’s Office Speed Enforcement
SE-20-03-05-04	Guthrie Speed Enforcement
SE-20-03-06-04	McCurtain County Speed Enforcement
SE-20-03-07-04	Piedmont Speed Enforcement
SE-20-03-08-02	Rogers County Speed Enforcement
SE-20-03-10-13	Tulsa Speed Enforcement
SE-20-03-11-01	Wagoner Country Speed Enforcement
SE-20-03-19-13	Tulsa County Speed Enforcement

The above local agencies issued a total of 21,925 traffic violation citations, of which 15,617 were speed related, 360 were for OP, and 198 for DUI.

Police Traffic Services & Speed Enforcement Projects Not Implemented or Activity Less Than Anticipated

Project Number	Project Title	Budget Amount	Total Executed	% Expended
SE-20-03-05-04	Guthrie Speed Enforcement	\$14,000	\$3,658.84	26%
SE-20-03-06-04	McCurtain County Speed Enforcement	\$16,000	\$1,788.09	11%

The above local agencies were not able to utilize all the grant-funding due to COVID-19 restrictions.

Statewide Data Systems/Traffic Records Program Summary

At the core of any traffic safety improvement program is the ability to collect pertinent data to aid in defining the problem and to be able to evaluate the success of the countermeasures employed. The below projects funded by the Highway Safety Office in FY2020 were designed with this end in mind.

Data Systems/Traffic Records Program Activity

Project Number	Project Title
M3DA-20-06-03-14	OU PARIS Software Development Project

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

Project Number	Project Title
M3DA-20-06-02-17	OU SAFE-T Data Improvement Project

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

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

This project has supported ongoing maintenance of the SAFE-T system and has enabled several important system enhancements. A newly added feature "Autosave Criteria" is deployed. The selected criteria by user will be automatically saved in the database every 10 mins. So, even if a user gets logged out because of session time out, user can fetch the selected criteria from load criteria feature. Changing the instances of "Rural" and "Urban" in the highway class filter box to be "Unincorporated" and "Municipal" is in deployed in SAFE-T. Several months of development were invested into system hardware and software upgrades, as well as into major security and stability improvements. In addition, a large number of system bug fixes and improvements were carried out at the request of system users.

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

This work was completed by a team of developers at the OU Center for Intelligent Transportations Systems.

Project Number	Project Title
M3DA-20-05-02-07	DPS Enforcement Planner

The project is to have a grant funded employee with the Futures, Capabilities and Plans Unit work with geospatial applications and data mine information from PARIS to determine locations in Oklahoma that are susceptible to collisions. The employee will then conduct predictive policing strategies to prepare corridors for the OHP to

employ to reduce collisions, injuries and death. Two projects were conducted using data to reduce collisions that were highly successful. The employee also attended meetings with ODOT and OHSO officials, consulted on the new crash reporting system under development. The employee using software applications and data created a crash reduction and enforcement plan for the Oklahoma Turnpike Authority while working with individual OHP Troop Commanders to determine hot spot analysis and adjust their personnel to the right location at the correct time. The employee assisted the Impaired Driving Liaison Program with hot spot analysis for impaired driving areas.

Project Number	Project Title
M3DA-20-07-01-01	ODIS Crash Development Project Phase 1

This project is to update the ODIS Collision Report and to create an electronic upload to DPS. The computer and accessories required for this project were purchased. A developer was hired and began work on the project. Development of a system to improve the traffic core crash database by which all law enforcement agencies in the state can electronically submit their required collision reports to the Department of Public Safety.

The following progress has been realized:

New database design - 90%

Database migration script - 80%

Application development - Coding - 60%

- Complete the contractual process and hire up to 2 developers – Completed, hired one developer
- Update the ODIS Collision Report Module – 75% complete - late start of project
- Create an electronic submission to the DPS server through a web service – 0% complete - not ready for this piece yet
- Create a web-based ODIS Collision Report – 65% complete - late start of the project
- Provide an initial project timeline followed by quarterly updates on progress - late start of project

Railroad Safety Program Summary

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

Railroad Safety Program Activities

Project Number	Project Title
RH-20-02-01-16	Operation Lifesaver Rail Grade Crossing Safety Program

The overall nature of this project is to expand rail grade crossing education across the state of Oklahoma. To prevent an increase in the number of fatal and non-fatal crossing crashes in 2020. The counter measures that were employed by presenters conducting safety presentations and/or outreach including RISC (Railroad Investigation and Safety Course) to law enforcement officials to keep grade crossing safety an important part of everyday law enforcement duties. There were 186 in-person presentations on rail safety to the community. These presentations were exclusively conducted by volunteers. There were 121045 PSA's ran during this

grant. Those include both print and radio PSA's. The actual number of PSA's is much higher than reported due to not being allowed to count the actual PSA's printed in mass publications, such as magazines and newspapers. There were also problems with getting itemized dates and times PSA's were run on radio, however this problem should be corrected at the time of this report being completed and will reported correctly in 2021. COVID-19 restrictions shut the program down for almost 6 months of the grant period.

Driver Education Program Summary

Driver education efforts this year were conducted with projects involving the Oklahoma Safety Council, Educational Alternatives and the National Safety Council. These projects are primarily centered around education to prevent distracted driving, speeding, occupant protection, and impaired driving. In spite of COVID-19 the programs listed below did a great job of promoting their messages and providing important training and education to both youth groups and employers.

Driver Education Program Activity

Project Number	Project Title
DE-20-02-01-01	ThinkFast Teen Traffic Safety Education

ThinkFast Interactive (TFI) was originally scheduled to present its Oklahoma-specific teen driver safety program to seven high schools: Arkoma in Le Flore Co.; Chelsea in Rogers Co.; Keys in Cherokee Co.; Lexington in Cleveland Co.; Little Axe in Cleveland Co.; Noble HS in Cleveland Co. and Stillwater-Lincoln Academy in Payne Co. during March and April of 2020. In gauging group numbers with administrators ahead of the programs, it was approximated that there would be over 1900 student participants in attendance at these seven events. The remaining four programs were allocated to the Oklahoma Challenge (OK Challenge) events scheduled originally in September 2020 in the cities of McAlester, Broken Arrow, Duncan and Enid, Oklahoma. Using numbers from years past, our projection of impact was roughly 2,000 student participants. Unfortunately, in our inaugural year of working with the Oklahoma Highway Safety Office (OHSO), our entire operation was halted due to the COVID-19 pandemic and the mandatory stay-at-home orders, which not only forced our four national tours to stop touring TFI but it also forced schools to close and resume via a virtual format for the remainder of the 2019-2020 school year. For schools operating under an in-person model for the 2020-21 school year, safety precautions outlined with consideration to the pandemic strictly prohibit indoor gatherings and external visitors/ productions for the near future.

Project Number	Project Title
DE-20-03-01-13	Oklahoma County Education Program

Fulltime deputy assigned to the Oklahoma Highway Safety Office Russell (Todd) Beesley and Christy Yokley, was contracted to conduct a total of 175 traffic safety presentations and conducted 86 which was interrupted by COVID-19. Distracted VR Goggles and the Mule are a big hit in the education of impaired and distracted driving education. They have worked on developing contacts for next year.

Teen Safety Programs

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

Teen Safety Program Activity

Project Number	Project Title
TSP-20-02-01-06	Distracted Driving Prevention Program

The Oklahoma Challenge is unique from other initiatives. Not only do we train virtually and/or in-person thousands of Oklahoma middle, high, technical school, and university/college students on traffic safety and gain their personal commitment to drive safely; Uniquely, we also provide supports, motivations, and incentives to empower students to share this message with their peers, their families, their schools, and their entire communities. The resulting outcome of this personal commitment and then expanded sharing of this message is that thousands of additional Oklahoman's hear this message in a personal, meaningful way, from people they know and care about, leading, not only to newly acquired traffic-safety information, but to true safe driving behavior change.

The trainings use evidence-based peer-leadership strategies through trained college students and FCCLA state officers motivating the high school/middle school students to make their comprehensive plans of action.

We began with follow up from our four successful Oklahoma Challenge Sept. 2019 conferences in with almost 2000 FCCLA students/advisors. Fall included: setting up "Mini" Challenges at individual schools in the OHSO designated high-risk counties; providing traffic safety resources to FCCLA chapters and universities; working with our partners including the OK National Guard - helping them provide distracted driving presentations; the Energize for Safety Coalition - assisting with traffic safety activities; new partners like the Oklahoma Association for Pupil Transportation- planning an Oklahoma Challenge-like event for bus drivers and admin. personnel, and connecting with students through social media. Winter/early spring we began working with AAA on ways the FCCLA students could assist with legislation; planning 5 spring Mini-Challenges in conjunction with ThinkFast/Energize for Safety; expanded presentations at the Annual FCCLA Convention; spring break events at colleges; and the award presentation.

Using the website leader board school teams can see which school is in the lead, by how many points. The results of these changes have been amazing. Already 50% of the schools participating never competed with us previously. This new, visual, on-line competition will have future functionality when virtual activities are no longer necessary but still may be more expedient, more cost-effective, and give more options for the students to tailor their activities to their needs.

Media Program Summary

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

VI Marketing

Mass media campaigns, when properly planned and conducted, are an essential and effective countermeasure when used as part of an overall deterrence and prevention countermeasure program. VI Marketing and Branding was again selected as the media company for the OHSO for 2020. VI Marketing and Branding is tasked to develop and produce a marketing strategy to address impaired driving, occupant protection and motorcycle safety issues in Oklahoma, as well as assist with creative production, media buying and earned media tracking. Media messages are developed to reach targeted audiences and generate widespread message exposure. Public information and education campaigns occur in conjunction with law enforcement or public event activities to maximize the effect on the public, whether to change behavior or to increase awareness. Earned media is a large component of the media mix, and intense efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State's media budget. Additionally, the OHSO supports the efforts of partner agencies and coalitions to cover increase media exposure to their events and to distribute collateral materials to supplement paid media messages.

Social Media

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

OHSO Website

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

Integrated Marketing

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

Equipment Purchased

The following equipment items were purchased using Federal funds and placed on inventory in FY2020, in accordance with applicable State and Federal regulations:

Agency – Project #	Equipment Description	Funding Source	Quantity
OHP – M5OT-20-06-01-02	Vehicle	Federal	1
OK CO – DE-20-03-01-13	Vehicle	Federal	1
Calera PD – PT-20-03-01-11	Motorcycle	Federal	1

FY2020 Financial Information *included on following pages:*

**U.S. Department of Transportation National Highway Traffic Safety Administration
Status of Obligations and Expenditures**

State: Oklahoma

Page: 1

2020-FINAL
Posted: 12/30/2020

Report Date: 12/30/2020

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
NHTSA									
164 Transfer Funds									
164 Alcohol									
	164AL-2020-00-00-00				\$.00	\$.00	\$118,328.84		\$.00
	164AL-2020-03-01-16	Enid PD			\$32,992.42	\$32,992.42	\$48,007.58		\$.00
	164AL-2020-03-02-17	Lawton PD			\$59,277.04	\$59,277.04	\$43,511.96		\$.00
	164AL-2020-03-03-13	Tulsa County SO			\$48,500.98	\$48,500.98	\$1,499.02		\$.00
	164 Alcohol Total				\$140,770.44	\$140,770.44	\$211,347.40		\$.00
	164 Transfer Funds Total			\$.00	\$352,117.84	\$140,770.44	\$140,770.44	\$211,347.40	\$.00
FAST Act NHTSA 402									
Planning and Administration									
	PA-2020-07-01-00	Planning & Administration			\$206,360.93	\$206,360.93	\$1,123.70		\$.00
	Planning and Administration Total				\$206,360.93	\$206,360.93	\$1,123.70		\$.00
Alcohol									
	AL-2020-00-00-00				\$.00	\$.00	\$554,070.02		\$.00
	AL-2020-02-01-16	Oklahoma City PD-DRE			\$118,349.99	\$118,349.99	\$14,650.01		\$.00
	AL-2020-03-01-19	Bixby PD			\$6,425.59	\$6,425.59	\$64,674.41		\$.00
	AL-2020-03-02-05	Del City PD			\$17,497.63	\$17,497.63	\$2,502.37		\$.00
	AL-2020-03-03-17	Lawton PD			\$.00	\$.00	\$26,400.00		\$.00
	AL-2020-03-04-11	McAlester PD			\$40,267.32	\$40,267.32	\$3,732.68		\$.00
	AL-2020-03-05-17	Midwest City PD			\$37,896.84	\$37,896.84	\$10,603.16		\$.00
	AL-2020-03-06-16	Oklahoma City PD			\$237,684.40	\$237,684.40	\$50,315.60		\$.00
	AL-2020-03-07-15	Owasso PD			\$49,614.23	\$49,614.23	\$1,185.77		\$.00
	AL-2020-03-08-17	Durant PD			\$14,938.10	\$14,938.10	\$35,261.90		\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Oklahoma

Status of Obligations and Expenditures

Page: 2

2020-FINAL

Report Date: 12/30/2020

Posted: 12/30/2020

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	AL-2020-05-01-14	DPS - OHP - IDLs			\$524,291.36	\$524,291.36	\$83,500.64		\$.00
	AL-2020-07-01-00	Program Area Management			\$248,468.07	\$248,468.07	\$5,859.37		\$.00
	Alcohol Total				\$1,295,433.53	\$1,295,433.53	\$852,755.93		\$.00
Motorcycle Safety									
	MC-2020-02-00-00	Non Federal Motorcycle projects			\$.00	\$.00	\$.00		\$.00
	MC-2020-02-01-09	Great Plains Tech Ctr			\$.00	\$.00	\$.00		\$.00
	MC-2020-02-02-06	Southwest Tech Ctr			\$.00	\$.00	\$132.38		\$.00
	MC-2020-02-03-04	Western Tech Ctr			\$93.00	\$93.00	\$207.00		\$.00
	MC-2020-07-01-00	Program Area Management			\$63,384.10	\$63,384.10	\$.00		\$.00
	MC-2020-07-02-00	State Match			\$.00	\$.00	\$.00		\$.00
	Motorcycle Safety Total				\$63,477.10	\$63,477.10	\$339.38		\$.00
Occupant Protection									
	OP-2020-02-01-06	DCCCA			\$72,614.00	\$72,614.00	\$24,416.00		\$.00
	OP-2020-03-01-20	Broken Arrow PD			\$42,841.37	\$42,841.37	\$4,308.63		\$.00
	OP-2020-03-02-14	DPS - OHP OP OT			\$77,719.00	\$77,719.00	\$22,281.00		\$.00
	OP-2020-03-03-02	Kay County SO			\$9,050.67	\$9,050.67	\$20,949.33		\$.00
	OP-2020-06-01-00	Seat Belt/Child Passenger Survey			\$4,659.05	\$4,659.05	\$63,862.35		\$.00
	OP-2020-06-02-20	Tulsa Safe Kids			\$20,000.00	\$20,000.00	\$.00		\$.00
	OP-2020-07-01-00	Program Area Management			\$98,797.56	\$98,797.56	\$2,941.53		\$.00
	Occupant Protection Total				\$325,681.65	\$325,681.65	\$138,758.84		\$.00
Pedestrian/Bicycle Safety									
	PS-2020-02-01-06	Indian Nations Council of Govt			\$60,999.98	\$60,999.98	\$.02		\$.00
	PS-2020-02-02-22	Safe Kids OK			\$22,473.70	\$22,473.70	\$8,790.60		\$.00
	Pedestrian/Bicycle Safety Total				\$83,473.68	\$83,473.68	\$8,790.62		\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Oklahoma

Status of Obligations and Expenditures

Page: 3

2020-FINAL

Report Date: 12/30/2020

Posted: 12/30/2020

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
Police Traffic Services									
	PT-2020-03-01-11	Calera PD			\$61,001.44	\$61,001.44	\$4,648.56		\$.00
	PT-2020-03-03-22	Edmond PD			\$42,292.96	\$42,292.96	\$40,607.04		\$.00
	PT-2020-03-04-16	Enid PD			\$766.40	\$766.40	\$2,533.60		\$.00
	PT-2020-03-05-07	Idabel PD			\$7,699.67	\$7,699.67	\$6,300.33		\$.00
	PT-2020-03-06-12	Norman PD			\$48,848.46	\$48,848.46	\$9,654.89		\$.00
	PT-2020-03-07-13	Oklahoma County SO			\$106,997.24	\$106,997.24	\$7,426.52		\$.00
	PT-2020-03-08-02	Osage County SO			\$17,475.11	\$17,475.11	\$12,524.89		\$.00
	PT-2020-03-09-10	Pottawatomie County SO			\$38,514.54	\$38,514.54	\$11,085.46		\$.00
	PT-2020-03-10-14	Shawnee PD			\$23,886.96	\$23,886.96	\$15,970.84		\$.00
	PT-2020-03-11-10	Warr Acres PD			\$16,500.00	\$16,500.00	\$.00		\$.00
	PT-2020-06-01-02	VI Marketing & Branding - Conf Planners			\$68,183.40	\$68,183.40	\$16,376.60		\$.00
	PT-2020-06-02-00	Statewide Automated Traffic Survey			\$1,142.20	\$1,142.20	\$.00		\$.00
	PT-2020-07-01-00	Program Area Management			\$300,405.11	\$300,405.11	\$1,242.45		\$.00
	PT-2020-07-02-00	State Match			\$.00	\$.00	\$.00		\$.00
	Police Traffic Services Total				\$733,713.49	\$733,713.49	\$128,371.18		\$.00
Traffic Records									
	TR-2020-05-02-07	DPS - Enforcement Planner			\$51,279.16	\$51,279.16	\$51,279.16		\$.00
	TR-2020-07-01-00	Program Area Management			\$171,698.94	\$171,698.94	\$.00		\$.00
	Traffic Records Total				\$222,978.10	\$222,978.10	\$51,279.16		\$.00
Accident Investigation									
	AI-2020-02-01-04	DPS - Crash Investigation Training			\$16,121.96	\$16,121.96	\$21,278.04		\$.00
	Accident Investigation Total				\$16,121.96	\$16,121.96	\$21,278.04		\$.00
Driver Education									
	DE-2020-02-01-01	TjohnE Productions Inc			\$.00	\$.00	\$35,000.00		\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Oklahoma

Status of Obligations and Expenditures

Page: 4

2020-FINAL

Report Date: 12/30/2020

Posted: 12/30/2020

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	DE-2020-03-01-13	Oklahoma County SO			\$160,719.17	\$160,719.17	\$17,859.83		\$.00
	Driver Education Total				\$160,719.17	\$160,719.17	\$52,859.83		\$.00
	Railroad/Highway Crossings								
	RH-2020-02-01-16	Operation Lifesaver			\$31,604.45	\$31,604.45	\$32,095.55		\$.00
	Railroad/Highway Crossings Total				\$31,604.45	\$31,604.45	\$32,095.55		\$.00
	Speed Enforcement								
	SE-2020-03-01-02	Bartlesville PD			\$28,658.00	\$28,658.00	\$26,682.00		\$.00
	SE-2020-03-02-17	Bethany PD			\$44,447.28	\$44,447.28	\$552.72		\$.00
	SE-2020-03-03-03	Bryan County SO			\$25,152.72	\$25,152.72	\$11,347.28		\$.00
	SE-2020-03-04-01	Caddo County SO			\$14,963.63	\$14,963.63	\$36.37		\$.00
	SE-2020-03-05-04	Guthrie PD			\$3,658.84	\$3,658.84	\$10,341.16		\$.00
	SE-2020-03-06-04	McCurtain County SO			\$1,788.09	\$1,788.09	\$14,211.91		\$.00
	SE-2020-03-07-04	Piedmont PD			\$8,385.49	\$8,385.49	\$16,114.51		\$.00
	SE-2020-03-08-02	Rogers County SO			\$104,967.50	\$104,967.50	\$1,332.50		\$.00
	SE-2020-03-09-13	Tulsa County SO			\$32,793.32	\$32,793.32	\$29,906.68		\$.00
	SE-2020-03-10-13	Tulsa PD			\$48,018.83	\$48,018.83	\$25,281.17		\$.00
	SE-2020-03-11-01	Wagoner County SO			\$46,606.96	\$46,606.96	\$17,593.04		\$.00
	Speed Enforcement Total				\$359,440.66	\$359,440.66	\$153,399.34		\$.00
	Paid Advertising								
	PM-2020-02-01-04	VI Marketing & Branding			\$18,840.75	\$18,840.75	\$48,607.25		\$.00
	PM-2020-02-02-00	Sports Marketing			\$.00	\$.00	\$5,000.00		\$.00
	Paid Advertising Total				\$18,840.75	\$18,840.75	\$53,607.25		\$.00
	Teen Safety Program								
	TSP-2020-02-01-06	Educational Alternatives			\$92,668.00	\$92,668.00	\$11,213.00		\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Oklahoma

Status of Obligations and Expenditures

Page: 5

2020-FINAL

Report Date: 12/30/2020

Posted: 12/30/2020

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance	
Teen Safety Program Total					\$92,668.00	\$92,668.00	\$11,213.00		\$.00	
FAST Act NHTSA 402 Total					\$4,407,951.50	\$708,433.79	\$3,610,513.47	\$3,610,513.47	\$1,505,871.82	\$.00
FAST Act 405b OP Low										
405b Low HVE										
	M2HVE-2020-07-01-14	DPS-OP Coordinator			\$76,995.21	\$76,995.21	\$30,914.79		\$.00	
405b Low HVE Total					\$76,995.21	\$76,995.21	\$30,914.79		\$.00	
405b Low Training										
	M2TR-2020-02-01-22	Safe Kids OK			\$27,368.37	\$27,368.37	\$7,853.81		\$.00	
	M2TR-2020-02-02-20	Tulsa Safe Kids			\$35,172.82	\$35,172.82	\$.00		\$.00	
405b Low Training Total					\$62,541.19	\$62,541.19	\$7,853.81		\$.00	
405b Low Public Education										
	M2PE-2020-02-03-04	VI Marketing & Branding			\$7,705.06	\$7,705.06	\$40,994.94		\$.00	
405b Low Public Education Total					\$7,705.06	\$7,705.06	\$40,994.94		\$.00	
405b Low Community CPS Services										
	M2CPS-2020-02-01-22	Safe Kids OK			\$128,134.95	\$128,134.95	\$31,689.32		\$.00	
	M2CPS-2020-02-02-20	Tulsa Safe Kids			\$127,839.93	\$127,839.93	\$17,915.07		\$.00	
405b Low Community CPS Services Total					\$255,974.88	\$255,974.88	\$49,604.39		\$.00	
405b Low CSS Purchase/Distribution										
	M2CSS-2020-02-01-22	Safe Kids OK			\$15,352.03	\$15,352.03	\$.00		\$.00	
	M2CSS-2020-02-02-20	Tulsa Safe Kids			\$13,065.41	\$13,065.41	\$34.59		\$.00	
405b Low CSS Purchase/Distribution Total					\$28,417.44	\$28,417.44	\$34.59		\$.00	
405b OP Low										
	M2X-2020-00-00-00				\$.00	\$.00	\$55,725.20		\$.00	
405b OP Low Total					\$.00	\$.00	\$55,725.20		\$.00	

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Oklahoma

Status of Obligations and Expenditures

Page: 6

2020-FINAL

Report Date: 12/30/2020

Posted: 12/30/2020

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
FAST Act 405b OP Low Total			\$576,172.04	\$40,589.46	\$431,633.78	\$431,633.78	\$185,127.72	\$0.00	\$0.00
FAST Act 405c Data Program									
405c Data Program									
	M3DA-2020-00-00-00				\$0.00	\$0.00	\$863,036.16		\$0.00
	M3DA-2020-05-01-13	DPS-E Data Support			\$0.00	\$0.00	\$54,400.00		\$0.00
	M3DA-2020-05-02-07	DPS - Enforcement Planner			\$51,279.16	\$51,279.16	\$58,220.84		\$0.00
	M3DA-2020-06-01-01	DPS-Signal 30 Teams			\$72,340.80	\$72,340.80	\$116,659.20		\$0.00
	M3DA-2020-06-02-17	OU - Safe T			\$98,737.52	\$98,737.52	\$92.48		\$0.00
	M3DA-2020-06-03-14	OU - PARIS			\$214,968.51	\$214,968.51	\$9,311.49		\$0.00
	M3DA-2020-06-04-04	VI Marketing & Branding			\$0.00	\$0.00	\$20,000.00		\$0.00
	M3DA-2020-07-01-01	OSBI			\$32,193.33	\$32,193.33	\$0.00		\$0.00
405c Data Program Total					\$469,519.32	\$469,519.32	\$1,121,720.17		\$0.00
FAST Act 405c Data Program Total			\$636,078.97	\$955,160.52	\$469,519.32	\$469,519.32	\$1,121,720.17	\$0.00	\$0.00
FAST Act 405d Impaired Driving Mid									
405d Mid HVE									
	M5HVE-2020-03-01-14	DPS- OHP Impaired OT			\$439,204.16	\$439,204.16	\$200,795.84		\$0.00
	M5HVE-2020-03-02-14	DPS - OHP - IDLs			\$43,470.77	\$43,470.77	\$1,822.23		\$0.00
405d Mid HVE Total					\$482,674.93	\$482,674.93	\$202,618.07		\$0.00
405d Mid ID Coordinator									
	M5IDC-2020-07-01-14	DPS-Impaired Coordinator			\$104,893.94	\$104,893.94	\$47,451.06		\$0.00
405d Mid ID Coordinator Total					\$104,893.94	\$104,893.94	\$47,451.06		\$0.00
405d Mid Court Support									
	M5CS-2020-02-01-02	OK Bar Association			\$37,612.34	\$37,612.34	\$24,746.77		\$0.00
405d Mid Court Support Total					\$37,612.34	\$37,612.34	\$24,746.77		\$0.00

U.S. Department of Transportation National Highway Traffic Safety Administration

Status of Obligations and Expenditures

2020-FINAL

Posted: 12/30/2020

State: Oklahoma

Page: 7

Report Date: 12/30/2020

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance	
405d Mid BAC Testing/Reporting										
	M5BAC-2020-05-01-12	OSBI			\$196,238.52	\$196,238.52	\$17,932.48		\$.00	
	405d Mid BAC Testing/Reporting Total				\$196,238.52	\$196,238.52	\$17,932.48		\$.00	
405d Mid Paid/Earned Media										
	M5PEM-2020-02-01-04	VI Marketing & Branding			\$414,825.09	\$414,825.09	\$193,874.91		\$.00	
	M5PEM-2020-02-02-01	Chickasaw Nation (LEGENDS)			\$.00	\$.00	\$60,000.00		\$.00	
	M5PEM-2020-02-03-00	Sports Marketing			\$271,000.00	\$271,000.00	\$62,000.00		\$.00	
	405d Mid Paid/Earned Media Total				\$685,825.09	\$685,825.09	\$315,874.91		\$.00	
405d Mid Training										
	M5TR-2020-02-01-17	Dist Atty Council			\$126,286.40	\$126,286.40	\$61,431.60		\$.00	
	M5TR-2020-05-01-07	Board of Tests			\$71,207.90	\$71,207.90	\$46,292.10		\$.00	
	405d Mid Training Total				\$197,494.30	\$197,494.30	\$107,723.70		\$.00	
405d Mid Other Based on Problem ID										
	M5OT-2020-05-01-04	OK Dept of Mental Health Sub Abuse Serv			\$77,165.34	\$77,165.34	\$2,457.66		\$.00	
	M5OT-2020-06-01-02	ENDUI Equipment			\$58,495.56	\$58,495.56	\$11,504.44		\$.00	
	M5OT-2020-07-01-00	GIDPAC			\$.00	\$.00	\$230,320.10		\$.00	
	405d Mid Other Based on Problem ID Total				\$135,660.90	\$135,660.90	\$244,282.20		\$.00	
	FAST Act 405d Impaired Driving Mid Total				\$2,280,892.95	\$520,136.26	\$1,840,400.02	\$1,840,400.02	\$960,629.19	\$.00
FAST Act 405f Motorcycle Programs										
405f Motorcyclist Awareness										
	M9MA-2020-02-01-04	VI Marketing & Branding			\$3,174.84	\$3,174.84	\$.00		\$.00	
	405f Motorcyclist Awareness Total				\$3,174.84	\$3,174.84	\$.00		\$.00	
	FAST Act 405f Motorcycle Programs Total			\$.00	\$3,174.84	\$3,174.84	\$3,174.84	\$.00	\$.00	
FAST Act 405f Motorcycle Safety Programs										
405f Safety Motorcyclist Awareness										
	M11MA-2020-02-01-04	VI Marketing & Branding			\$32,382.96	\$32,382.96	\$42,804.09		\$.00	

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Oklahoma

Status of Obligations and Expenditures

Page: 8

2020-FINAL

Report Date: 12/30/2020

Posted: 12/30/2020

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
		405f Safety Motorcyclist Awareness Total			\$32,382.96	\$32,382.96	\$42,804.09		\$0.00
		405f Motorcycle Safety Programs							
		M11X-2020-02-00-00 Non Federal Motorcycle projects			\$0.00	\$0.00	\$0.00		\$0.00
		405f Motorcycle Safety Programs Total			\$0.00	\$0.00	\$0.00		\$0.00
		FAST Act 405f Motorcycle Safety Programs Total	\$75,187.05	\$0.00	\$32,382.96	\$32,382.96	\$42,804.09	\$0.00	\$0.00
		NHTSA Total	\$7,976,282.51	\$2,579,612.71	\$6,528,394.83	\$6,528,394.83	\$4,027,500.39	\$0.00	\$0.00
		Total	\$7,976,282.51	\$2,579,612.71	\$6,528,394.83	\$6,528,394.83	\$4,027,500.39	\$0.00	\$0.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
Federal Reimbursement Voucher**

State: Oklahoma

Page: 1

Reimbursement Info: Total: \$.00

2020-FINAL
Posted: 12/30/2020

Report Date: 12/30/2020
Claim Period: 09/30/2020 - 09/30/2020
Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
164 Transfer Funds								
164 Alcohol								
	164AL-2020-03-01-16	Enid PD	\$32,992.42	\$32,992.42	\$32,992.42	\$32,992.42	\$32,992.42	\$.00
	164AL-2020-03-02-17	Lawton PD	\$59,277.04	\$59,277.04	\$59,277.04	\$59,277.04	\$59,277.04	\$.00
	164AL-2020-03-03-13	Tulsa County SO	\$48,500.98	\$48,500.98	\$48,500.98	\$48,500.98	\$48,500.98	\$.00
	164 Alcohol Total		\$140,770.44	\$140,770.44	\$140,770.44	\$140,770.44	\$140,770.44	\$.00
	164 Transfer Funds Total		\$140,770.44	\$140,770.44	\$140,770.44	\$140,770.44	\$140,770.44	\$.00
FAST Act NHTSA 402								
Planning and Administration								
	PA-2020-07-01-00	Planning & Administration	\$206,360.93	\$.00	\$413,845.59	\$206,360.93	\$206,360.93	\$.00
	Planning and Administration Total		\$206,360.93	\$.00	\$413,845.59	\$206,360.93	\$206,360.93	\$.00
Alcohol								
	AL-2020-02-01-16	Oklahoma City PD-DRE	\$118,349.99	\$118,349.99	\$118,349.99	\$118,349.99	\$118,349.99	\$.00
	AL-2020-03-01-19	Bixby PD	\$6,425.59	\$6,425.59	\$6,425.59	\$6,425.59	\$6,425.59	\$.00
	AL-2020-03-02-05	Del City PD	\$17,497.63	\$17,497.63	\$17,497.63	\$17,497.63	\$17,497.63	\$.00
	AL-2020-03-04-11	McAlester PD	\$40,267.32	\$40,267.32	\$40,267.32	\$40,267.32	\$40,267.32	\$.00
	AL-2020-03-05-17	Midwest City PD	\$37,896.84	\$37,896.84	\$37,896.84	\$37,896.84	\$37,896.84	\$.00
	AL-2020-03-06-16	Oklahoma City PD	\$237,684.40	\$237,684.40	\$237,684.40	\$237,684.40	\$237,684.40	\$.00
	AL-2020-03-07-15	Owasso PD	\$49,614.23	\$49,614.23	\$49,614.23	\$49,614.23	\$49,614.23	\$.00
	AL-2020-03-08-17	Durant PD	\$14,938.10	\$14,938.10	\$14,938.10	\$14,938.10	\$14,938.10	\$.00
	AL-2020-05-01-14	DPS - OHP - IDLs	\$524,291.36	\$.00	\$524,291.36	\$524,291.36	\$524,291.36	\$.00
	AL-2020-07-01-00	Program Area Management	\$248,468.07	\$.00	\$248,468.07	\$248,468.07	\$248,468.07	\$.00
	Alcohol Total		\$1,295,433.53	\$522,674.10	\$1,295,433.53	\$1,295,433.53	\$1,295,433.53	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

Federal Reimbursement Voucher

Page: 2

2020-FINAL

Report Date: 12/30/2020

State: Oklahoma

Reimbursement Info: Total: \$.00

Posted: 12/30/2020

Claim Period: 09/30/2020 - 09/30/2020

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
Motorcycle Safety								
	MC-2020-02-00-00	Non Federal Motorcycle projects	\$.00	\$.00	\$207,926.57	\$.00	\$.00	\$.00
	MC-2020-02-03-04	Western Tech Ctr	\$93.00	\$93.00	\$93.00	\$93.00	\$93.00	\$.00
	MC-2020-07-01-00	Program Area Management	\$63,384.10	\$.00	\$63,384.10	\$63,384.10	\$63,384.10	\$.00
	Motorcycle Safety Total		\$63,477.10	\$93.00	\$271,403.67	\$63,477.10	\$63,477.10	\$.00
Occupant Protection								
	OP-2020-02-01-06	DCCCA	\$72,614.00	\$.00	\$72,614.00	\$72,614.00	\$72,614.00	\$.00
	OP-2020-03-01-20	Broken Arrow PD	\$42,841.37	\$42,841.37	\$42,841.37	\$42,841.37	\$42,841.37	\$.00
	OP-2020-03-02-14	DPS - OHP OP OT	\$77,719.00	\$.00	\$77,719.00	\$77,719.00	\$77,719.00	\$.00
	OP-2020-03-03-02	Kay County SO	\$9,050.67	\$9,050.67	\$9,050.67	\$9,050.67	\$9,050.67	\$.00
	OP-2020-06-01-00	Seat Belt/Child Passenger Survey	\$4,659.05	\$4,659.05	\$4,659.05	\$4,659.05	\$4,659.05	\$.00
	OP-2020-06-02-20	Tulsa Safe Kids	\$20,000.00	\$12,921.42	\$20,000.00	\$20,000.00	\$20,000.00	\$.00
	OP-2020-07-01-00	Program Area Management	\$98,797.56	\$.00	\$98,797.56	\$98,797.56	\$98,797.56	\$.00
	Occupant Protection Total		\$325,681.65	\$69,472.51	\$325,681.65	\$325,681.65	\$325,681.65	\$.00
Pedestrian/Bicycle Safety								
	PS-2020-02-01-06	Indian Nations Council of Govt	\$60,999.98	\$.00	\$60,999.98	\$60,999.98	\$60,999.98	\$.00
	PS-2020-02-02-22	Safe Kids OK	\$22,473.70	\$.00	\$22,473.70	\$22,473.70	\$22,473.70	\$.00
	Pedestrian/Bicycle Safety Total		\$83,473.68	\$.00	\$83,473.68	\$83,473.68	\$83,473.68	\$.00
Police Traffic Services								
	PT-2020-03-01-11	Calera PD	\$61,001.44	\$61,001.44	\$61,001.44	\$61,001.44	\$61,001.44	\$.00
	PT-2020-03-03-22	Edmond PD	\$42,292.96	\$42,292.96	\$42,292.96	\$42,292.96	\$42,292.96	\$.00
	PT-2020-03-04-16	Enid PD	\$766.40	\$766.40	\$766.40	\$766.40	\$766.40	\$.00
	PT-2020-03-05-07	Idabel PD	\$7,699.67	\$7,699.67	\$7,699.67	\$7,699.67	\$7,699.67	\$.00
	PT-2020-03-06-12	Norman PD	\$48,848.46	\$48,848.46	\$48,848.46	\$48,848.46	\$48,848.46	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

Federal Reimbursement Voucher

Page: 3

2020-FINAL

Report Date: 12/30/2020

State: Oklahoma

Reimbursement Info: Total: \$.00

Posted: 12/30/2020

Claim Period: 09/30/2020 - 09/30/2020

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	PT-2020-03-07-13	Oklahoma County SO	\$106,997.24	\$106,997.24	\$106,997.24	\$106,997.24	\$106,997.24	\$.00
	PT-2020-03-08-02	Osage County SO	\$17,475.11	\$17,475.11	\$17,475.11	\$17,475.11	\$17,475.11	\$.00
	PT-2020-03-09-10	Pottawatomie County SO	\$38,514.54	\$38,514.54	\$38,514.54	\$38,514.54	\$38,514.54	\$.00
	PT-2020-03-10-14	Shawnee PD	\$23,886.96	\$23,886.96	\$23,886.96	\$23,886.96	\$23,886.96	\$.00
	PT-2020-03-11-10	Warr Acres PD	\$16,500.00	\$16,500.00	\$16,500.00	\$16,500.00	\$16,500.00	\$.00
	PT-2020-06-01-02	VI Marketing & Branding - Conf Planners	\$68,183.40	\$.00	\$68,183.40	\$68,183.40	\$68,183.40	\$.00
	PT-2020-06-02-00	Statewide Automated Traffic Survey	\$1,142.20	\$.00	\$1,142.20	\$1,142.20	\$1,142.20	\$.00
	PT-2020-07-01-00	Program Area Management	\$300,405.11	\$.00	\$300,405.11	\$300,405.11	\$300,405.11	\$.00
	PT-2020-07-02-00	State Match	\$.00	\$.00	\$928,000.00	\$.00	\$.00	\$.00
Police Traffic Services Total			\$733,713.49	\$363,982.78	\$1,661,713.49	\$733,713.49	\$733,713.49	\$.00
Traffic Records								
	TR-2020-05-02-07	DPS - Enforcement Planner	\$51,279.16	\$.00	\$51,279.16	\$51,279.16	\$51,279.16	\$.00
	TR-2020-07-01-00	Program Area Management	\$171,698.94	\$.00	\$171,698.94	\$171,698.94	\$171,698.94	\$.00
Traffic Records Total			\$222,978.10	\$.00	\$222,978.10	\$222,978.10	\$222,978.10	\$.00
Accident Investigation								
	AI-2020-02-01-04	DPS - Crash Investigation Training	\$16,121.96	\$.00	\$16,121.96	\$16,121.96	\$16,121.96	\$.00
Accident Investigation Total			\$16,121.96	\$.00	\$16,121.96	\$16,121.96	\$16,121.96	\$.00
Driver Education								
	DE-2020-03-01-13	Oklahoma County SO	\$160,719.17	\$160,719.17	\$160,719.17	\$160,719.17	\$160,719.17	\$.00
Driver Education Total			\$160,719.17	\$160,719.17	\$160,719.17	\$160,719.17	\$160,719.17	\$.00
Railroad/Highway Crossings								
	RH-2020-02-01-16	Operation Lifesaver	\$31,604.45	\$.00	\$31,604.45	\$31,604.45	\$31,604.45	\$.00
Railroad/Highway Crossings Total			\$31,604.45	\$.00	\$31,604.45	\$31,604.45	\$31,604.45	\$.00
Speed Enforcement								
	SE-2020-03-01-02	Bartlesville PD	\$28,658.00	\$28,658.00	\$28,658.00	\$28,658.00	\$28,658.00	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

Federal Reimbursement Voucher

Page: 4

2020-FINAL

Report Date: 12/30/2020

State: Oklahoma

Reimbursement Info: Total: \$.00

Posted: 12/30/2020

Claim Period: 09/30/2020 - 09/30/2020

Not Posted In DELPHI

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	SE-2020-03-02-17	Bethany PD	\$44,447.28	\$44,447.28	\$44,447.28	\$44,447.28	\$44,447.28	\$.00
	SE-2020-03-03-03	Bryan County SO	\$25,152.72	\$25,152.72	\$25,152.72	\$25,152.72	\$25,152.72	\$.00
	SE-2020-03-04-01	Caddo County SO	\$14,963.63	\$14,963.63	\$14,963.63	\$14,963.63	\$14,963.63	\$.00
	SE-2020-03-05-04	Guthrie PD	\$3,658.84	\$3,658.84	\$3,658.84	\$3,658.84	\$3,658.84	\$.00
	SE-2020-03-06-04	McCurtain County SO	\$1,788.09	\$1,788.09	\$1,788.09	\$1,788.09	\$1,788.09	\$.00
	SE-2020-03-07-04	Piedmont PD	\$8,385.49	\$8,385.49	\$8,385.49	\$8,385.49	\$8,385.49	\$.00
	SE-2020-03-08-02	Rogers County SO	\$104,967.50	\$104,967.50	\$104,967.50	\$104,967.50	\$104,967.50	\$.00
	SE-2020-03-09-13	Tulsa County SO	\$32,793.32	\$32,793.32	\$32,793.32	\$32,793.32	\$32,793.32	\$.00
	SE-2020-03-10-13	Tulsa PD	\$48,018.83	\$48,018.83	\$48,018.83	\$48,018.83	\$48,018.83	\$.00
	SE-2020-03-11-01	Wagoner County SO	\$46,606.96	\$46,606.96	\$46,606.96	\$46,606.96	\$46,606.96	\$.00
	Speed Enforcement Total		\$359,440.66	\$359,440.66	\$359,440.66	\$359,440.66	\$359,440.66	\$.00
	<i>Paid Advertising</i>							
	PM-2020-02-01-04	VI Marketing & Branding	\$18,840.75	\$.00	\$22,756.60	\$18,840.75	\$18,840.75	\$.00
	Paid Advertising Total		\$18,840.75	\$.00	\$22,756.60	\$18,840.75	\$18,840.75	\$.00
	<i>Teen Safety Program</i>							
	TSP-2020-02-01-06	Educational Alternatives	\$92,668.00	\$.00	\$92,668.00	\$92,668.00	\$92,668.00	\$.00
	Teen Safety Program Total		\$92,668.00	\$.00	\$92,668.00	\$92,668.00	\$92,668.00	\$.00
	FAST Act NHTSA 402 Total		\$3,610,513.47	\$1,476,382.22	\$4,957,840.55	\$3,610,513.47	\$3,610,513.47	\$.00
	<i>FAST Act 405b OP Low</i>							
	<i>405b Low HVE</i>							
	M2HVE-2020-07-01-14	DPS-OP Coordinator	\$76,995.21	\$.00	\$76,995.21	\$76,995.21	\$76,995.21	\$.00
	405b Low HVE Total		\$76,995.21	\$.00	\$76,995.21	\$76,995.21	\$76,995.21	\$.00
	<i>405b Low Training</i>							
	M2TR-2020-02-01-22	Safe Kids OK	\$27,368.37	\$.00	\$27,368.37	\$27,368.37	\$27,368.37	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

Federal Reimbursement Voucher

2020-FINAL

Report Date: 12/30/2020

State: Oklahoma

Posted: 12/30/2020

Claim Period: 09/30/2020 - 09/30/2020

Reimbursement Info: Total: \$.00

Not Posted In DELPHI

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	M2TR-2020-02-02-20	Tulsa Safe Kids	\$35,172.82	\$.00	\$35,172.82	\$35,172.82	\$35,172.82	\$.00
	405b Low Training Total		\$62,541.19	\$.00	\$62,541.19	\$62,541.19	\$62,541.19	\$.00
	405b Low Public Education							
	M2PE-2020-02-03-04	VI Marketing & Branding	\$7,705.06	\$.00	\$7,705.06	\$7,705.06	\$7,705.06	\$.00
	405b Low Public Education Total		\$7,705.06	\$.00	\$7,705.06	\$7,705.06	\$7,705.06	\$.00
	405b Low Community CPS Services							
	M2CPS-2020-02-01-22	Safe Kids OK	\$128,134.95	\$.00	\$128,134.95	\$128,134.95	\$128,134.95	\$.00
	M2CPS-2020-02-02-20	Tulsa Safe Kids	\$127,839.93	\$.00	\$127,839.93	\$127,839.93	\$127,839.93	\$.00
	405b Low Community CPS Services Total		\$255,974.88	\$.00	\$255,974.88	\$255,974.88	\$255,974.88	\$.00
	405b Low CSS Purchase/Distribution							
	M2CSS-2020-02-01-22	Safe Kids OK	\$15,352.03	\$.00	\$15,352.03	\$15,352.03	\$15,352.03	\$.00
	M2CSS-2020-02-02-20	Tulsa Safe Kids	\$13,065.41	\$.00	\$13,065.41	\$13,065.41	\$13,065.41	\$.00
	405b Low CSS Purchase/Distribution Total		\$28,417.44	\$.00	\$28,417.44	\$28,417.44	\$28,417.44	\$.00
	FAST Act 405b OP Low Total		\$431,633.78	\$.00	\$431,633.78	\$431,633.78	\$431,633.78	\$.00
	FAST Act 405c Data Program							
	405c Data Program							
	M3DA-2020-05-02-07	DPS - Enforcement Planner	\$51,279.16	\$.00	\$51,279.16	\$51,279.16	\$51,279.16	\$.00
	M3DA-2020-06-01-01	DPS-Signal 30 Teams	\$72,340.80	\$.00	\$72,340.80	\$72,340.80	\$72,340.80	\$.00
	M3DA-2020-06-02-17	OU - Safe T	\$98,737.52	\$.00	\$98,737.52	\$98,737.52	\$98,737.52	\$.00
	M3DA-2020-06-03-14	OU - PARIS	\$214,968.51	\$.00	\$214,968.51	\$214,968.51	\$214,968.51	\$.00
	M3DA-2020-07-01-01	OSBI	\$32,193.33	\$.00	\$32,193.33	\$32,193.33	\$32,193.33	\$.00
	405c Data Program Total		\$469,519.32	\$.00	\$469,519.32	\$469,519.32	\$469,519.32	\$.00
	FAST Act 405c Data Program Total		\$469,519.32	\$.00	\$469,519.32	\$469,519.32	\$469,519.32	\$.00
	FAST Act 405d Impaired Driving Mid							
	405d Mid HVE							
	M5HVE-2020-03-01-14	DPS- OHP Impaired OT	\$439,204.16	\$.00	\$439,204.16	\$439,204.16	\$439,204.16	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

Federal Reimbursement Voucher

Page: 6

State: Oklahoma

2020-FINAL

Report Date: 12/30/2020

Reimbursement Info: Total: \$.00

Posted: 12/30/2020

Claim Period: 09/30/2020 - 09/30/2020

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	M5HVE-2020-03-02-14	DPS - OHP - IDLs	\$43,470.77	\$.00	\$43,470.77	\$43,470.77	\$43,470.77	\$.00
	405d Mid HVE Total		\$482,674.93	\$.00	\$482,674.93	\$482,674.93	\$482,674.93	\$.00
	405d Mid ID Coordinator							
	M5IDC-2020-07-01-14	DPS-Impaired Coordinator	\$104,893.94	\$.00	\$104,893.94	\$104,893.94	\$104,893.94	\$.00
	405d Mid ID Coordinator Total		\$104,893.94	\$.00	\$104,893.94	\$104,893.94	\$104,893.94	\$.00
	405d Mid Court Support							
	M5CS-2020-02-01-02	OK Bar Association	\$37,612.34	\$.00	\$37,612.34	\$37,612.34	\$37,612.34	\$.00
	405d Mid Court Support Total		\$37,612.34	\$.00	\$37,612.34	\$37,612.34	\$37,612.34	\$.00
	405d Mid BAC Testing/Reporting							
	M5BAC-2020-05-01-12	OSBI	\$196,238.52	\$.00	\$196,238.52	\$196,238.52	\$196,238.52	\$.00
	405d Mid BAC Testing/Reporting Total		\$196,238.52	\$.00	\$196,238.52	\$196,238.52	\$196,238.52	\$.00
	405d Mid Paid/Earned Media							
	M5PEM-2020-02-01-04	VI Marketing & Branding	\$414,825.09	\$.00	\$414,825.09	\$414,825.09	\$414,825.09	\$.00
	M5PEM-2020-02-03-00	Sports Marketing	\$271,000.00	\$.00	\$301,000.00	\$271,000.00	\$271,000.00	\$.00
	405d Mid Paid/Earned Media Total		\$685,825.09	\$.00	\$715,825.09	\$685,825.09	\$685,825.09	\$.00
	405d Mid Training							
	M5TR-2020-02-01-17	Dist Atty Council	\$126,286.40	\$.00	\$126,286.40	\$126,286.40	\$126,286.40	\$.00
	M5TR-2020-05-01-07	Board of Tests	\$71,207.90	\$.00	\$71,207.90	\$71,207.90	\$71,207.90	\$.00
	405d Mid Training Total		\$197,494.30	\$.00	\$197,494.30	\$197,494.30	\$197,494.30	\$.00
	405d Mid Other Based on Problem ID							
	M5OT-2020-05-01-04	OK Dept of Mental Health Sub Abuse Serv	\$77,165.34	\$.00	\$77,165.34	\$77,165.34	\$77,165.34	\$.00
	M5OT-2020-06-01-02	ENDUI Equipment	\$58,495.56	\$.00	\$58,495.56	\$58,495.56	\$58,495.56	\$.00
	405d Mid Other Based on Problem ID Total		\$135,660.90	\$.00	\$135,660.90	\$135,660.90	\$135,660.90	\$.00
	FAST Act 405d Impaired Driving Mid Total		\$1,840,400.02	\$.00	\$1,870,400.02	\$1,840,400.02	\$1,840,400.02	\$.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
Federal Reimbursement Voucher**

State: Oklahoma

Page: 7

2020-FINAL

Report Date: 12/30/2020

Reimbursement Info: Total: \$.00

Posted: 12/30/2020

Claim Period: 09/30/2020 - 09/30/2020

Not Posted In DELPHI

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FAST Act 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2020-02-01-04	VI Marketing & Branding	\$3,174.84	\$.00	\$3,174.84	\$3,174.84	\$3,174.84	\$.00
	405f Motorcyclist Awareness Total		\$3,174.84	\$.00	\$3,174.84	\$3,174.84	\$3,174.84	\$.00
	FAST Act 405f Motorcycle Programs Total		\$3,174.84	\$.00	\$3,174.84	\$3,174.84	\$3,174.84	\$.00
FAST Act 405f Motorcycle Safety Programs								
405f Safety Motorcyclist Awareness								
	M11MA-2020-02-01-04	VI Marketing & Branding	\$32,382.96	\$.00	\$256,809.32	\$32,382.96	\$32,382.96	\$.00
	405f Safety Motorcyclist Awareness Total		\$32,382.96	\$.00	\$256,809.32	\$32,382.96	\$32,382.96	\$.00
	FAST Act 405f Motorcycle Safety Programs Total		\$32,382.96	\$.00	\$256,809.32	\$32,382.96	\$32,382.96	\$.00
	NHTSA Total		\$6,528,394.83	\$1,617,152.66	\$8,130,148.27	\$6,528,394.83	\$6,528,394.83	\$.00
	Total		\$6,528,394.83	\$1,617,152.66	\$8,130,148.27	\$6,528,394.83	\$6,528,394.83	\$.00

I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment.

(APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW)

State Official: