



FY2022  
**OKLAHOMA**  
ANNUAL REPORT



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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) 2022 - from October 1, 2021, through September 30, 2022. 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) 2020. The latest finalized crash data available from the State of Oklahoma crash database is FY2021. 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 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.

Historically, Congress charges each State to develop and implement a highway safety program, including to select State performance measures and targets, to develop a strategy based on State and local data, and to select evidence-based countermeasures to program funds in pursuit of that performance plan. However, NHTSA has shifted State oversight review from program level to the project level. NHTSA also refuses to change the percentage of funding for the 405 grants even though data clearly indicates that the funding calculations need to be adjusted based upon the changing environment. Congress has authorized in the Bipartisan Infrastructure Law (BIL) to expand allowable use across the highway safety grant programs. Once again, NHTSA is promulgating rules that do not reflect Congressional intention by creating additional barriers to full program implementation. BIL also moves from using evidence-based countermeasures to implementing socially based countermeasures regardless of what the data dictates. It should also be noted that the funding NHTSA allocates to itself prior to allocating to States does not appear to be based upon any Problem Analysis or any performance measures for fatalities or serious injuries. The excessive State administrative burden, inappropriate Federal oversight of State activities, and the misallocation of funding at the Federal level limit the ability of States to address the Highway Safety issues within their States.

In FY 22, Oklahoma saw an overall increase of 15% for traffic fatalities which is reflected in the overall national upward trend, as well. Alcohol related fatalities decreased by 1% while Drug related fatalities increased nearly 5%. Speed related fatalities increased 11%, Distracted drivers involved in KA crashes increased by 12%, Motorcycle fatalities increased by 19%, and Pedestrian fatalities increased by 19%. States are not provided any funding just for speed enforcement it is expected to be taken from the limited 402 funds. Distracted driver, Motorcycle, and Pedestrian funding are all severely limited not by the laws that Congress has passed but by the excessive regulations that NHTSA has written and the improper calculation of the 405 funding. This combined with Oklahoma Law enforcement agencies struggling to recruit, hire and retain police officers due to multiple social, political, and funding issues provide a difficult environment to implement programs based on data driven assessments.

The formula for Section 405 grant determination used by NHTSA 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 less than 29% of the overall fatalities. The

funding percentages do not follow the published planning process based on the 2018 Fatal Motor Vehicle Crash Overview. Unfortunately, in the BIL none of this has been changed.

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

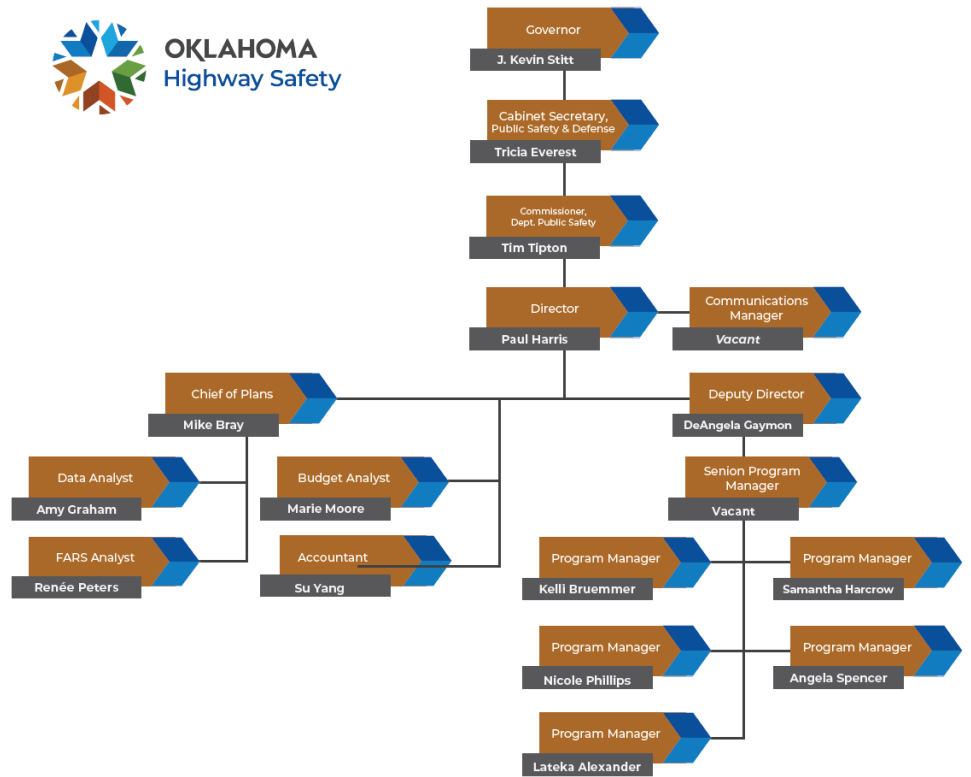
Director, Oklahoma Highway Safety Office



# OHSO Organizational Chart

Below is the current Organizational Chart for the OHSO:

- Director
- Deputy Director
- Chief of Plans
- Budget Analyst
- Senior Program Manag
- Accountant
- Communications Mana
- Five (5) Program Manag
- Data Analyst
- FARS Analyst



OHSO has a full-time Oklahoma Highway Patrol (OHP) Statewide Impaired Driving and 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 C-1: To limit a projected increase in traffic fatalities, from 655 in 2018 to 656 in 2022.***

Based on FARS data for 2020, there were 652 fatalities, which is below the target of 656. Finalized Oklahoma data for 2021 shows a significant increase in fatality crashes, 762; however, the OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met. The OHSO feels the dramatic increases in fatality crashes is due in large part to a behavior shift following the COVID pandemic. Oklahoma will place special emphasis on occupant protection to help mitigate fatalities crashes in the FY24 Highway Safety Plan. The 5-year rolling average is trending upward.

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

Based on finalized Oklahoma data for 2021, there were 2094 Serious Injuries from traffic crashes, which is significantly below the target of 2200 for CY2022. The OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met. The 5-year rolling average is trending downward.

### ***C-3 Fatality Rates***

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

It appears that Oklahoma will meet the 2022 target of 1.44 Fatality Rate based on the preliminary Oklahoma data. FARS data for 2021 is not yet available for analysis.

### ***C-4 Unrestrained Passenger Vehicle Occupants***

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

Based on finalized Oklahoma data 2021 data, there were 259 unrestrained passenger vehicle occupant fatalities, which is well above the target of 181. The OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met; however, the OHSO feels the increase is due in large part to a behavior shift following the COVID pandemic. Oklahoma will place special emphasis on occupant protection to help mitigate unrestrained fatalities in the FY24 Highway Safety Plan. The 5-year rolling average is trending upward.

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

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

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 2020 shows 179 fatalities and finalized Oklahoma 2021 data shows a decrease of 195; however, the target was not met. The OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met; however, the OHSO feels the increase over the last three (3) years is due in large part to a behavior shift following the COVID pandemic. Oklahoma will place special emphasis on impaired driving to help mitigate alcohol-related fatalities in the FY24 Highway Safety Plan. The 3-year rolling average is remaining somewhat static.

## **C-6 Speed-related Fatalities**

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

FARS data for 2020 showed a dramatic increase in speed-related fatalities, 156, which is well above the target of 134. Finalized Oklahoma 2021 data showed more of an increase with 206 speed-related fatalities. The OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met; however, the OHSO feels the increase over the last three (3) years is due in large part to a behavior shift following the COVID pandemic. Oklahoma will place special emphasis on speed abatement initiatives to help mitigate speed-related fatalities in the FY24 Highway Safety Plan. The 3-year rolling average is trending upward.

## **C-7 Motorcyclist Fatalities**

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

FARS data for 2020 showed a significant decrease, 63, which is departure from the static rates from previous years. Even though, finalized Oklahoma 2021 data shows an increase from 2020 the target was still met. The OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met.

## **C-8 Unhelmeted Motorcycle Fatalities**

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

Finalized Oklahoma 2021 data, shows an increase from 2020, 53; however, the OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met.

## ***C-9 Drivers Aged Under 21 Involved in Fatal Crashes***

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

Finalized Oklahoma 2021 data shows a slight increase, 95 from FARS 2020. The OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met; however, the OHSO feels the increase over the last three (3) years is due in large part to a behavior shift following the COVID pandemic. Oklahoma will place special emphasis on teen safety programs to help mitigate drivers under 21 involved in fatal crashes in the FY24 Highway Safety Plan. The 3-year rolling average is trending upward.

## ***C-10 Number of Pedestrian Fatalities***

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

Finalized Oklahoma 2021 data shows a significant increase, 104, from FARS 2020. The OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met; however, the OHSO feels the increase in pedestrian-related fatalities is due in large part to a behavior shift following the COVID pandemic. Oklahoma will place special emphasis on pedestrian safety to help mitigate pedestrian-related fatalities in the FY24 Highway Safety Plan. The 3-year rolling average is trending upward.

## ***C-11 Number of Pedalcyclist Fatalities***

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

Finalized Oklahoma 2021 data shows an increase, 13, from FARS 2020. The OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met; however, the OHSO feels the increase in pedalcyclist-related fatalities is due in large part to a behavior shift following the COVID pandemic. Oklahoma will place special emphasis on pedalcyclist safety to help mitigate pedalcyclist-related fatalities in the FY24 Highway Safety Plan. The 3-year rolling average appears static but elevated from previous years.

## ***B-1 Observed Seat Belt Use***

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

The 2022 seatbelt use rate of 80%, the lowest of the previous five (5) years' survey results, shows Oklahoma did not meet the projected seatbelt use rate. This was the first year using the new survey design which was approved by NHTSA in early 2022.

## **State Performance Measures**

### **S-5a Drug-related fatalities**

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

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, Oklahoma 2021 data shows, 299, which is an increase from 2020. The OHSO does not have enough preliminary Oklahoma data for 2022 to evaluate whether this target will be met; however, the OHSO feels the increase over the last three (3) years is due in large part to better collection and testing methods. Oklahoma will place special emphasis on impaired driving to help mitigate drug-related fatalities in the FY24 Highway Safety Plan. The 3-year rolling average is trending upward.

## **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**

Through agreements with our partners, the OHSO conducted statewide traffic safety surveys in 2022.

- Statewide Seat Belt Use Survey – M2X-22-06-01-00
- Statewide Child Restraint Use Survey – M2X-22-06-01-00

## **Partnerships in Traffic Safety**

### ***Safe Communities/Community Traffic Safety Programs***

There are currently two Safe Community/Traffic Safety Coalition groups in Oklahoma: Safe Communities of Northeastern Oklahoma (Tulsa) and Southern Oklahoma Traffic Safety Coalition (Durant). These groups meet monthly/quarterly to discuss, promote, and coordinate traffic safety efforts in their general areas.

### ***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 presentations

## **Other Notable Events**

- *OHSO Annual Traffic Safety Summit* – The OHSO held its Traffic Safety Summit (Summit) in July 2022. The Summit included Drug Recognition Expert (DRE) training, Standardized Field Sobriety Test (SFST) training, crash investigation training provided by the Oklahoma Highway Patrol's Traffic Homicide Unit (THU), and other traffic safety training sessions for more than 450 local and state law enforcement officers/troopers and other traffic safety professionals.
- *“Trooper Nick Dees Distracted Driving Mobilization”* – This is the second year for this event and participation more than doubled. Also, new for this year’s mobilization, the OHSO conducted a special media blitz that helped highlight the mobilization by local news agency across the state. The mobilization resulted in over 12,000 written citations, of which nearly 1,500 were for distracted driving. The mobilization was a huge success and the media outreach help educate the public about distracted driving. OHSO plans to continue this state-wide mobilization next FY.

## **Legislative Update**

No notable traffic safety legislative efforts introduced in this year's legislative session.



## Enforcement Activity

A total of thirty-eight (38) law enforcement agencies received grants for FY22, which included funding for overtime traffic enforcement activities. These efforts resulted in a total of 119,191 citations issued.

## Nationwide Mobilizations



Oklahoma participated in the 2022 *Click It or Ticket* and *Drive Sober or Get Pulled Over* national campaigns. The Labor Day and Holiday impaired driving mobilizations were conducted with the Oklahoma ENDUI tagline. The OHSO captures participation activity electronically for each mobilization. For several years Oklahoma has employed law enforcement liaisons with the Oklahoma Highway Patrol to aid in working with local agencies on their seat belt and impaired driving programs and encourage participation in these mobilizations.

## Selective Traffic Enforcement Program (STEP)

All projects selected for inclusion in the Oklahoma FY2022 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.

## Impaired Driving Program Summary

In FY2022, OHSO provided grants to six (6) 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 1026 arrests for impaired driving offenses. Several projects addressed increased training and education in impaired driving offenses for judges and prosecutors.

Using funds from 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 training. All grantees having enforcement activities are required to submit monthly reports on the number of impaired driving citations.

### Impaired Driving Program Activities

#### Impaired Driving Statewide Enforcement Activities

Project Number	Project Title
M5HVE-22-03-01-16	OHP Impaired Driving Enforcement
M5HVE-22-03-02-16	Impaired Driving Liaison (IDL) Project
AL-22-03-03-16	Impaired Driving Liaison (IDL) Project

Utilizing all 13 field Troops, the OHP conducted sustained overtime impaired driving enforcement throughout Oklahoma. The Impaired Driving Coordinator utilized data from KA crashes to determine the amount of funding provided to each Troop. During FY2022, 103 organized ENDUI checkpoints and saturation patrols were conducted throughout the state resulting in 634 Impaired Driving arrests. During FY2022, over 200 PI&E events were conducted

In addition to overtime enforcement, an OHP Statewide Impaired Driving/Occupant Protection Coordinator and five (5) full-time IDLs are grant funded. The IDLs are tasked with implementing and coordinating regional impaired driving area-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. During FY2022, 4854 in-person and digital communications to local agencies to promote interagency cooperation was made. Many of these were made during National traffic safety campaigns to encourage local agencies to participate.



The below represents the IDL coverage for Oklahoma. The IDLs are separated into five (5) Regions depicted by the different colors on the map for a total county/state coverage. Each blue dot represents local law enforcement agencies the IDLs partnered with throughout the grant-funded year.

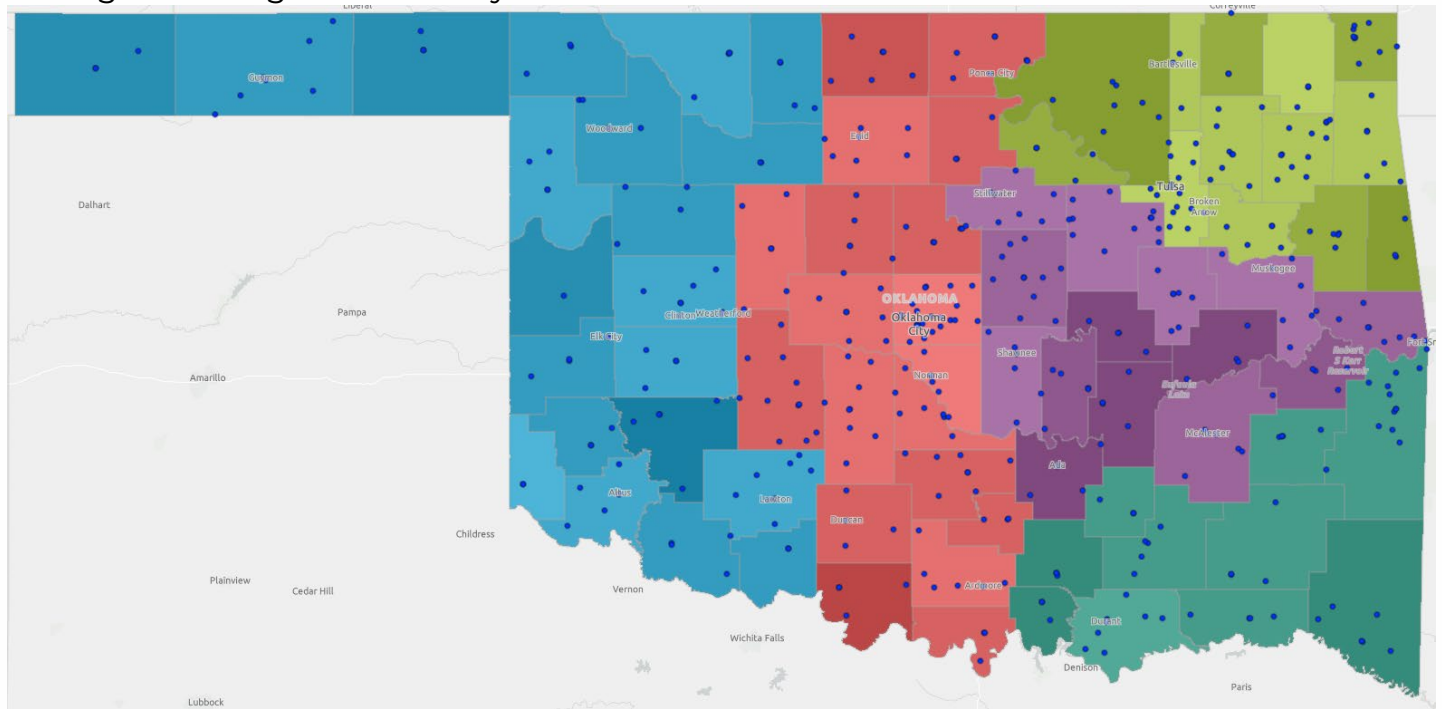


Figure 1: 2020 IDL Regions

### Impaired Driving Training, Testing, and Teen Program Activities

Project Number	Project Title
M5TR-22-05-01-08	Board of Test (BOT) Statewide Chemical Testing/Training Coordinator
M5TR-22-02-02-06	ODMHSAS
M5X-22-05-01-14	OSBI Impaired Driving Testing

BOT conducted seventy-three (73) in-person/webinar training courses for FY2022. BOT conducted one Standard Field Sobriety Test (SFST) Instructor course, resulting in nine (9) qualified students. BOT conducted three (3) SFST Initial training courses, resulting in fifty-four (54) qualified students. BOT conducted three (3) SFST Refresher training courses, resulting in ninety-two (92) qualified students. BOT conducted fifty-five (55) Breath Test Operator courses, resulting in five hundred fifty-one (551) qualified students. BOT conducted eleven (11) ARIDE courses, resulting in one hundred thirty-six (136) qualified students. Overall, BOT met financial challenges which limited budget utilization; however, most funds remaining were in operating costs and in-state travel.

The OSBI project this year had a goal of increasing the percentage of tests that were checked and confirmed for the presence of both alcohol and drugs. This goal was not reached due to unforeseeable issues with equipment and staffing. During FFY2022, 3363 cases were received and 2006 were completely tested (60%). This is more than FFY2021, which was 59%. All Forensic Toxicology personnel were involved in this attempt to increase the percentage. The OSBI had plans to install a new program that would make

drug detection faster, but the machine had manufactural issues that could not be solved quickly due to COVID supply chain issues and other factors.

<b>Project Number</b>	<b>Project Title</b>
M5BAC-22-02-01-18	Oklahoma Drug Recognition Expert (DRE) Training

The OHSO granted the Oklahoma City Police Department to deliver the Drug Recognition Expert (DRE) Training and Program QA in FFY22. The project has seen a few challenges through FFY22. One major challenge is competing DRE certification schools throughout the State not funded by OHSO. This caused a decline in student enrollment, which caused the project to not meet the goal of thirty (30) trained DREs in the FY. The project director was able to overcome some challenges and certified seven (7) new DREs utilizing OHSO funds through the grant-funded year.

<b>Project Number</b>	<b>Project Title</b>
M5CS-22-02-01-04	Judicial Outreach Liaison (JOL) Project

In FY2022, The JOL, through the Oklahoma Bar Association (OBA), provided statewide judicial education and training to Judges and other workshops, a website, and a quarterly newsletter. Such information is made available to judges and other pertinent court personnel and contributes to advancements in countermeasures and research on impaired driving. The JOL conducted over two hundred (200) outreach and education hours this FY.

The JOL program still struggled with cancellations and closures due to COVID. COVID 19 impacted outreach opportunities during the end of calendar year 2021 and early in the calendar year of 2022.

<b>Project Number</b>	<b>Project Title</b>
M5TR-22-02-02-06	ODMHSAS AlcoholEdu Teen Program

The ODMHSAS (AlcoholEdu) project conducted eight (8) PI&E activities, 100% of Oklahoma schools were provided information about the AlcoholEdu program through Oklahoma Department of Education's monthly newsletter, 1,843 students completed the AlcoholEdu program, and a baseline list of schools that participated in the AlcoholEdu program previously was provided to OHSO.

AlcoholEdu was made available to 34 schools (including 2 in priority counties) which falls short of milestone to secure 50 schools to participate in the program. Challenges in meeting this milestone include TOU issues, massive school staff turnover, COVID-19 surges/recovery, and vendor staff turnover.

### ***Impaired Driving Local Agency Enforcement Activity***

<b>Project Number</b>	<b>Project Title</b>
AL-22-03-01-19	Lawton Impaired Driving Enforcement
AL-22-03-02-18	Oklahoma City 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 392 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***

Even with under-staffing issues and the ongoing COVID-19 pandemic restrictions the impaired driving projects met or nearly met anticipated activity and funding expenditures.



## Occupant Protection (OP) Program Summary

The results for 2022 Oklahoma State-wide Seat Belt Use Rate survey showed a decrease from the previous surveyed year, 80%, in seat belt use rate; however, the Child Restraint survey from 2022 showed a significant increase, 93.4%. All grantees having traffic enforcement grants are required to submit monthly reports on the number of occupant protection citations issued during grant funded operations. Oklahoma participated in the 2022 *Click It or Ticket* national mobilization May 23<sup>rd</sup> thru June 5<sup>th</sup>, focusing on seat belt use and child restraint use, which resulted in 13,149 contact reports, utilizing only 7956 enforcement hours or 1.7 contacts per enforcement hour.

### Occupant Protection Program Activities

#### Occupant Protection Statewide Enforcement Activities

Project Number	Project Title
M2HVE-22-03-01-16	OHP Statewide HVE OP Enforcement
OP-22-03-03-16	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 2021 Statewide Seat Belt Survey as having low use rates. Troopers conducted scheduled saturation patrols during certain months of the grant-funded year including the annual *Click It or Ticket Mobilization* which will dramatically impact strategic planning for OP efforts. The plan for overtime OP enforcement activities were revised and conducted during Oklahoma SAFE Kids enforcement, HVE OP enforcement period which occurred during summer times and holiday periods, during the month of August, which is highest month for unrestrained fatality crashes, and during Child Passenger Safety week. These efforts resulted in 21,193 seat belt citations during the grant funded year.

#### Community-based Child Passenger Safety (CPS) Program Activities

Project Number	Project Title
M2CPS-22-02-01-24 M2CSS-22-02-01-24 M2TR-22-02-01-24	Safe Kids Oklahoma (SKO) Statewide CPS Program
OPCPS-22-06-04-22 OPCSS-22-06-04-22 OP-22-06-05-22	Safe Kids Tulsa Statewide (SKT) CPS Program

The OHSO is fortunate to have two high-performing CPS 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, some events and training sessions were cancelled or altered

during the first quarter FY2022. Despite this challenge, both CPS programs were successful this fiscal year.

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

- Checked 2116 child seats for correct installation and use
- Distributed 2471 car seats for families in-need
- Sponsored 198 community car seat checkup events
- Conducted 83 community child seat workshops provided in English and Spanish, reaching 638 parents and caregivers
- Conducted 26 technician certification/recertification courses for 213 technicians

Oklahoma’s recertification rate remained fairly static despite COVID-19 restrictions. The State recertification rate of 51% is higher than the National recertification average of 46.2%.

This year’s Martha Collar had 214 people registered for the event and 197 CPS Technicians and Instructors attended. The event included a half day CPS Instructor Workshop that provided professional development for CPS Instructors and Instructor Candidates. Funding provided for rooms for Instructors residing over 60 miles away that will be attending the MCTR CPS Conference on the following day. Safe Kids Tulsa Area utilized a conference planner to assist with planning and implementation of such a large event. Feedback was collected and will be utilized in planning for future events.

**Occupant Protection Teen Safety Program Activities**

Project Number	Project Title
TSP-22-01-01-08	OK SAFE Teen Seat Belt Program

*The OK SAFE Program experienced issues with Covid, and the reluctance of schools to allow additional people and programs in their buildings. This lingered into the early months of the school year in 2021 when OK SAFE does most of their recruitment. The program's TSS resigned in late November. The new OKSPS was hired in April 2022. The project was short of their milestone of 25 schools with only 16 participating schools for the FY22 project year. DCCCA developed a plan that provided success in maintaining contact with participating schools and continuing outreach efforts. Unfortunately, many of the schools did not complete or provide their pre and post seat belt surveys for analysis. Few milestones were met by the project as mentioned by the Project Director in her summary. However, the project gained momentum once the new OKSPS was hired. The project exceeded milestones in contacts and outreach efforts of the OKSPS and LEL. The project exceeded projections for law enforcement agencies participating in the OK SAFE Enforcement period with 16 agencies, an increase from FY21.*

**Occupant Protection Local Agency Program Activities**

Project Number	Project Title
OP-21-03-03-17	Oklahoma City PD Occupant Protection Enforcement

The above local agency 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 agency had a total of 4,106 citations issued for seat belt/child restraint violations.

***Occupant Protection Projects Not Implemented or Activity Less Than Anticipated***

All Occupant Protection projects met or nearly met anticipated activities as prescribed in the project.



## Police Traffic Services (PTS)/Speed Abatement (SE) 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. As with impaired driving and occupant protection, all enforcement grants are required to submit the number of Impaired Driving, OP, and Speed related violations issued during grant funded enforcement activity.

### PTS & SE Program Activities

There were thirty-one (31) general traffic services enforcement grants funded this year to support local community efforts, with two (2) 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.

### PTS

Project Number	Project Title
PT-22-03-01-07	Bartlesville General Traffic Enforcement
PT-22-03-02-08	Bethany General Traffic Enforcement
PT-22-03-03-21	Bixby General Traffic Enforcement
PT-22-03-04-22	Broken Arrow General Traffic Enforcement
PT-22-03-05-05	Bryan County Traffic Enforcement
PT-22-03-06-03	Caddo County General Traffic Enforcement
PT-22-03-07-13	Calera Traffic Enforcement
PT-22-03-08-02	Choctaw Traffic Enforcement
PT-22-03-09-02	Creek County Traffic Enforcement
PT-22-03-10-07	Del City Traffic Enforcement
PT-22-03-11-19	Durant Traffic Enforcement
PT-22-03-12-18	Enid Traffic Enforcement
PT-22-03-13-06	Guthrie Traffic Enforcement
PT-22-03-14-09	Idabel Traffic Enforcement
PT-22-03-15-13	McAlester Traffic Enforcement
PT-22-03-16-02	McIntosh County General Traffic Enforcement
PT-22-03-17-19	Midwest City Traffic Enforcement
PT-22-03-18-01	Moore General Traffic Enforcement
PT-22-03-19-14	Norman Traffic Enforcement
PT-22-03-20-15	Oklahoma County General Traffic Enforcement and Education
PT-22-03-21-04	Osage County Traffic Enforcement
PT-22-03-22-17	Owasso General Traffic Enforcement
PT-22-03-23-12	Pottawatomie County Traffic Enforcement
PT-22-03-24-04	Rogers County Traffic Enforcement
PT-22-03-25-10	Sapulpa General Traffic Enforcement

PT-22-03-26-16	Shawnee Traffic Enforcement
PT-22-03-27-15	Tulsa General Traffic Enforcement
PT-22-03-28-15	Tulsa County Traffic Enforcement

The above local agencies issued a total of 53,812 traffic violation citations, of which 34,072 were speed related, 2,566 were for OP, and 75 for DUI.

## **SE**

<b>Project Number</b>	<b>Project Title</b>
SE-22-03-01-19	Lawton Speed Enforcement
SE-22-03-02-02	Pryor Speed Enforcement
SE-22-03-03-03	Wagoner Country Speed Enforcement

The above local agencies issued a total of 4,191 traffic violation citations, of which 3,484 were speed related, 218 were for OP, and 3 for DUI.

## **PTS & SE Projects Not Implemented or Activity Less Than Anticipated**

<b>Project Number</b>	<b>Project Title</b>
SE-22-03-02-02	Pryor Speed Enforcement

The above agency did try to work as much as they could, but low staffing levels, COVID illness, and overtime to support routine patrol functions contributed significantly to officer participation. Even though they show expenditure utilization of 123% that was only in response to a requested reduction in funds of \$8,000 due to this low participation rate of officers in the department. It was only after a late summer surge of participation were they able to expend the remaining funds.

## **Crash Investigation Program Activities**

<b>Project Number</b>	<b>Project Title</b>
AI-22-01-01-10	Advanced Crash Investigation Training

The project provided for advanced training to Oklahoma Law Enforcement officers to keep up with technologies and best practices for collision investigation. Additionally, the project provided the Oklahoma Highway Patrol's Traffic Homicide Unit to continually develop its membership with training and equipment needs to serve the citizens and law enforcement partners throughout the state and region. These partnerships allowed THU to drill down into collision events to determine the cause and contributing factors to help law enforcement target specific actions and behaviors that contribute to collision events within Oklahoma. The technologies that were funded not only provided crucial information to contributing factors, but also allowed for smooth, quick, and efficient investigations to occur with more accurate and timely reporting. These goals were accomplished through very challenging times, which included retirements, transfers, and changes of leadership with the agency and communities. The Traffic Homicide Unit (THU) hosted three advanced level courses which included, Pix4D and Drone use in crash investigation and crash data retrieval technician. Additionally, THU staged a collision in Muskogee for local law enforcement and high school youth to provide real world observation and experience of car crashes. THU also provided instruction at ten (10) breakout sessions at the OHSO Summit in July. This allowed THU to build on relationships and partnerships around the state. This resulted in more LE members reaching out to explore more training, information, and assistance with collision investigations.



## 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 OHSO in FY2022 were designed with this end in mind.

### Data Systems/Traffic Records Program Activity

Project Number	Project Title
M3DA-22-05-04-01	Traffic Records Consulting Services – Lexis Nexis

Today's highway traffic safety decisions on allocation of personnel and resources are based upon crash data that is two years old. While this data is verified it may still contain an unknown level of inherent error dating from the original crash report and carried through the process in addition to not informing applicable current strategies related to recent data and trends. There is a significant need to improve crash data quality and timeliness. The current system also does not communicate with adjudications systems, EMS/injury surveillance systems, MIRE (except by direct download), or NHTSA through electronic data transfer, and we are 3 editions behind the Model Minimum Uniform Crash Criteria (MUCC). The Department of Public Safety contracted with Lexis Nexis - Coplogic to develop an Oklahoma Traffic Records strategic planning document that the Oklahoma Highway Safety Office, traffic records data system managers, and other highway safety stakeholders can use to drive system improvements. These improvements will aim to enhance data driven decision making and aid highway safety analysts in their goal of reducing deaths and injuries on state roadways. Through the project 20 Statewide Crash Records Assessment Workshops were conducted with data system owners/users and Traffic Records Coordinating Committee members to ensure the final document was accurate and value-added to the State.

Project Number	Project Title
M3DA-22-06-05-15	PARIS

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, updates, and feature enhancements that were necessary to improve the validation of traffic record forms, to increase the accuracy of location information on these forms, to make the PARIS system easier and less expensive to maintain, and to enhance the ease of deployment to additional agencies. The University of Oklahoma's Center for Intelligent Transportation Systems worked with OHSO and DPS to maintain the existing agency specific PARIS deployments to support electronically submitted crash reports and related data forms. Major activities included the release of updated and bug-fixed PARIS client releases for all agencies, continued maintenance and support of the online Collision Reporting System. During the project year, 49,052 collision forms were submitted electronically via PARIS and CRS. Five, mostly larger agencies submitted collision reports via PARIS while 5 smaller police agencies submitted collision reports via CRS. During the project year, 130,856 citations were also submitted via PARIS by 5 police agencies.

## Motorcycle Safety Program Summary

Although, preliminary data indicates that Oklahoma will meet both targets for motorcycle safety in 2022, of the 28 motorcycle fatalities reported for FY2021, 11 (40%) were unhelmeted. 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-funded Motorcycle Safety Education Activities

Project Number	Project Title
STMC-22-02-01-07	ABATE Motorcycle Safety Education

ABATE's Share the Road (StR) Program conducted 4 (11%) of the 36 StR Courses and 6 (50% of the 12 StR Presentations projected for FFY22. 250.5 hrs were worked by volunteers and 2200 contacts were made with the StR program for FFY22. This project was not very active throughout the FFY22 grant year. ABATE attended 3 4-H Events, one event at Marietta High School and the Woodward Fall-A-Day event in Oct. of 2021. There was no additional activity until April of 2022. In April the program attended an Oklahoma Challenge at Union High School, volunteers attended the Draggin Grand Car Show at Ponca City in June, volunteers attended the COPS and Kids event at Shawnee in August and 2 Oklahoma Challenge events at Murry State College and Taloga High School in September.

#### Local Agency Motorcycle Safety Education Activities

Project Number	Project Title
STMC-22-02-01-22	Broken Arrow Motorcycle Safety Education
STMC-22-01-03-24	Edmond Motorcycle Safety Education
STMC-21-01-10-15	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.

#### Community-based Motorcycle Safety and Education Activities

Project Number	Project Title
STMC-22-02-01-07	Great Plains Motorcycle Safety and Education
STMC-22-01-06-01	Moore Norman Motorcycle Safety and Education
STMC-22-01-07-11	OSU-OKC Motorcycle Training and Education
STMC-22-01-08-10	Southern Motorcycle Safety and Education
STMC-22-01-09-08	Southwest Motorcycle Safety and Education

STMC-22-01-11-06	Western Technology Motorcycle Safety Education
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The above listed community-based grant-funded motorcycle safety and education projects for FY2022 provided MSF training and/or StR motorcycle safety and education events.

**Motorcycle Safety Projects Not Implemented or Activity Less Than Anticipated**

Project Number	Project Title
STMC-22-02-01-07	ABATE Motorcycle Safety Education

ABATE's Share the Road (StR) Program conducted 4 (11%) of the 36 StR Courses and 6 (50% of the 12 StR Presentations projected for FFY22. 250.5 hrs were worked by volunteers and 2200 contacts were made with the StR program for FFY22. This project was not very active throughout the FFY22 grant year. ABATE attended 3 4-H Events, one event at Marietta High School and the Woodward Fall-A-Day event in Oct. of 2021. There were no additional activity until April of 2022. In April the program attended an Oklahoma Challenge at Union High School, volunteers attended the Draggin Grand Car Show at Ponca City in June, volunteers attended the COPS and Kids event at Shawnee in August and 2 Oklahoma Challenge events at Murry State College and Taloga High School in September.

## Bicycle/Pedestrian Safety Program Summary

### Bicycle/Pedestrian Safety Program Activities

Project Number	Project Title
PS-22-04-02-08	INCOG Pedestrian/Bicyclist Safety Program

Travel-With-Care Tulsa campaign is a multi-faceted "rules of the road" safety campaign for educating the public about how our streets are changing, the public right-of-way is not just for motorized vehicles and how we can be safer for everyone - particularly pedestrians and people on bikes. With that being said, the primary focus of this safety campaign is on education. The campaign consists of social media, law enforcement training, public interactive displays, public art and other forms of education and public outreach. This campaign uses Facebook/Instagram to increase awareness of new laws, safety tips and promote the Tulsa region's trails. We have showcased real stories of Tulsa pedestrians and people on bikes impacted by the rules of the road. Moreover, we have 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. INCOG ran 5 videos on Facebook and Google in FY22 and provided ad analysis reports. New Laws: Stop Signs & Lights (October 2021). INCOG participated in school programs reaching 624 students. INCOG participated seventeen (17) in-person events reaching 2,129 people.

Project Number	Project Title
PS-22-04-01-02	ACOG – Watch for Me OKC

This project was a public awareness campaign aiming to improve the safety of bicyclists and pedestrians in ACOG area. This campaign was primarily composed of messaging on social media, Spotify, and television to inform the public on different aspects of traffic safety. ACOG contracted with Anglin PR, a media consultant to help administer the campaign and push the message further. In addition to media and social media outreach, ACOG attended community events to talk with the public 1 on 1. Social media accounts grew over 100% in followers this year. This continues to increase their ability to reach more people with safety messages. ACOG partnered with News 4 for a television commercial. The TV Spot had nearly 1 million impressions, and the social media and website ads had over 80,000 impressions. This ad ran during the holiday season. ACOG Spotify ads were very successful, and they plan to continue them going forward. ACOG had one ad in December and one in May. The May ad featured Oklahoma City Mayor David Holt reading the safety message. ACOG attended a total of 13 public events where to help educate on roadway safety. A few of these events included Hide and Go Bike Rides, Full Moon Rides, BikeFest, Bike-to-Work Day, and multiple sessions at area libraries.

Project Number	Project Title
PS-22-02-03-24	Safe Kids Oklahoma Bicycle/Pedestrian Safety Program

This is the first year the project has included a fully dedicated, part-time, Bike/Ped Coordinator. Milestones and goals of the project were conservative to allow the new coordinator time for program development and outreach efforts. The project has exceeded all expectations and milestones for the year. 113 community/school events were completed in FY22 exceeding the project goal and reaching 26,563 children and

families. According to OHSO data, pedestrian fatalities increased from 86 to 104 in one year from 2020 to 2021. Pedalcyclist also increased from 12 to 13 fatalities in the same time frame. Data for 2022 will not be available to fully evaluate the project until 2023.



## 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-22-02-01-18	Operation Lifesaver Rail Grade Crossing Safety Program

The project is education and outreach for Railroad Crossing Safety, (Highway Grade Crossing). the project performs free education and outreach to ALL age groups, ALL drivers including but not limited to, New Drivers, Professional Drivers, First Responders, Aged Drivers etc. This is accomplished by a 100%, VOLUNTARY trained presenter. The volunteers are trained by Oklahoma Operation Lifesaver to maintain common messaging. GCCI courses were discontinued and replaced with Railroad Investigation and Safety Course (RISC). This required some renewed efforts in outreach to target audiences since they were not familiar with the change. Outreach efforts have included addition of the RISC course in the OCPD Officer Training School and has been added to CLEET required training. After careful examination some changes were made to the project media plan. It is still a work in progress but included adding Cox Digital outreach to select high schools and discontinuing printed media in some publications. The Project Director has indicated a desire to reach the Hispanic community with future media. The project experienced a volunteer shortage which reduced the number of presentations conducted. 2 of 4 projected new volunteers were trained in September.



## Teen Safety Program Activity

### Driver Education Program Activities

Project Number	Project Title
TSP-22-02-02-08	Distracted Driving Prevention Program

*The OK Challenge project has utilized their years of experience in working with large student groups to allow each student the opportunity to interact and receive education from each participating partner at these events. 23 of 6 projected events were conducted this year reaching thousands of students. The goal of the project was to host 4 teen-distracted-driving conferences and 2-4 college/university/technology school distracted driving conferences in FY22; contributing to the reduction of distracted drivers ages 16-25 involved in fatal and serious injury crashes (KAB) and the increase of seat belt use in the same age group. Oklahoma Challenge has completed 15 teen distracted driving conferences and one college distracted-driving conference. Exceeding the goal for teen distracted-driving conferences but short of the goal for college distracted-driving conferences (some events were not reported).*

Project Number	Project Title
TSP-22-02-03-03	Distracted Driving Prevention Program

TJohnE did not operate the full FY due to funding issues. ThinkFast Interactive program performed ten (10) programs in eligible, at-risk counties. Details of these programs are: ThinkFast Interactive program performed for the statewide OK Challenge/4H Stillwater program. Approximately 150 students were in attendance. Survey results show nearly a 30% increase from pre to post program evaluation. ThinkFast Interactive program performed for the following schools in the month of May. Binger-Oney High School; Hinton High School; Cement High School; Turpin High School with over 100 attendees combined. Survey results show a 31% increase from pre to post program evaluation. ThinkFast Interactive program for the following in the month of September: Murray State College (High School program/Johnston County) with approximately 355 attendees; Murray State College (College Program/Johnston County) with approximately 200 attendees; Tupelo High School (Coal County) with approximately 80 attendees; Taloga High School (Dewey County) with approximately 283 attendees; and Leedey High School (Dewey County) with approximately 110 attendees. Over the month of September, the ThinkFast Interactive program was brought to over 1000 participants (1028). The pre and post program surveys show an increase of 31% (College) and 36% (High School) from pre to post program for both the high school and college samples.

## **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***

The creative content created in FY2021, with the help of VI Marketing and Branding the OHSO used for all campaigns for FY2022.

The Summer Impaired campaign aimed to educate the target audience on potential outcomes of driving impaired. Creative ran across TrueView, Social Video, Digital Basis Video, TikTok®, Over-The-Top (OTT) and more. Nearly all paid media tactics exceeded Key Performance Indicators (KPIs).

The Motorcycle campaign ran across OTT, TrueView, Social video, Canvas and Website Click Ads. The OHSO targeted 18+ car drivers and motorcycle riders in high priority counties. All tactics exceeded the KPIs set for the campaign. The OHSO social video view rate was up from the previous year. Canvas view percentage jumped from 45 seconds in FY21 to 54 seconds in FY22. Across both audiences, we saw the best performance from males within both audiences. This is a big shift from FY21, where females dominated performance. Although motorcycle saw strong performance and exceeded its benchmark, we did see a significant dip YoY. This can be attributed to the removal of the motorcyclist audience and the shift to focus on car drives.

The OHSO objective for Distracted Driving was to decrease the number of distracted drivers involved in fatal crashes. Website-click ads, which promoted the quiz, had a conversion rate up from 57.56% in FY2021 to 68.71% in FY2022 with a KPI of 9%. The “Buckle Up” ad performed better than “Gear up” ad, accounting for 525 of the total quiz completions. Child Passenger Safety was promoted through TrueView to parents of young children. For this campaign we had a 30-second and 55-second version of the ad. We saw the longer format slightly outperform our 55-second spot with a 49.18% view rate compared to the 30-second spot at a 48.61% view rate. However, both greatly surpassed the KPI.

Rail Safety was promoted through TrueView to rush hour drivers. The Pain Train video generated a 46.23% view rate, which exceeded the 35% view rate KPI. Even with a larger portion of the campaign serving on TV, the best view rate came from the GPS Navigator audience at a 100% view rate, followed by Car Navigator at 75% view rate. This speaks to the strength of the creative being able to retain the audience in an environment where they could easily skip.

Occupant Protection performed well across all tactics, particularly Website Custom Audiences (WCAs) and Social Video where both exceeded the click through rate KPI and the view rate KPI.

### ***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. These social media sites were used throughout the year to promote the OHSO safety messages.

**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; the ENDUI website at <http://enduiok.com> is an industry leading impaired driving website, providing up-to-date information on Oklahoma’s efforts to End DUI, for good.



## Equipment Purchased

The following equipment items were purchased using Federal funds and placed on inventory in FY2022, in accordance with applicable State and Federal regulations:

Agency – Project #	Equipment Description	Funding Source	Quantity
DPS M5HVE-22-03-01-16	Vehicle	Federal	1
Durant PT-22-03-11-19	SAM Trailer	Federal	1



**FY2022 Financial Information included on following pages:**



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

State: Oklahoma

Page: 1

Reimbursement Info: Total: \$.00

**2022-FINAL**  
Posted: 01/06/2023

Report Date: 01/24/2023  
Claim Period: 09/30/2022 - 09/30/2022  
Posted in DELPHI: 01/09/2023

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
<b>NHTSA</b>								
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2022-07-01-00	Planning & Administration	\$87,323.22	\$ .00	\$174,646.44	\$87,323.22	\$87,323.22	\$ .00
	<b>Planning and Administration Total</b>		<b>\$87,323.22</b>	<b>\$ .00</b>	<b>\$174,646.44</b>	<b>\$87,323.22</b>	<b>\$87,323.22</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2022-03-01-19	Lawton, City of	\$39,726.65	\$39,726.65	\$39,726.65	\$39,726.65	\$39,726.65	\$ .00
	AL-2022-03-02-18	Oklahoma City PD	\$57,132.92	\$57,132.92	\$57,132.92	\$57,132.92	\$57,132.92	\$ .00
	AL-2022-03-03-16	DPS - 106	\$25,509.78	\$ .00	\$25,509.78	\$25,509.78	\$25,509.78	\$ .00
	AL-2022-07-04-00	Program Area Management	\$62,628.00	\$ .00	\$62,628.00	\$62,628.00	\$62,628.00	\$ .00
	<b>Alcohol Total</b>		<b>\$184,997.35</b>	<b>\$96,859.57</b>	<b>\$184,997.35</b>	<b>\$184,997.35</b>	<b>\$184,997.35</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2022-07-01-00	Program Area Management	\$439.00	\$ .00	\$439.00	\$439.00	\$439.00	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$439.00</b>	<b>\$ .00</b>	<b>\$439.00</b>	<b>\$439.00</b>	<b>\$439.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2022-03-02-18	Oklahoma City PD	\$129,448.68	\$129,448.68	\$129,448.68	\$129,448.68	\$129,448.68	\$ .00
	OP-2022-03-03-16	DPS - 118	\$239,486.21	\$ .00	\$239,486.21	\$239,486.21	\$239,486.21	\$ .00
	OP-2022-06-04-22	Tulsa Safe Kids -	\$171,839.62	\$20,000.00	\$171,839.62	\$171,839.62	\$171,839.62	\$ .00
	OP-2022-06-05-22	Tulsa Safe Kids	\$19,101.99	\$ .00	\$19,101.99	\$19,101.99	\$19,101.99	\$ .00
	OP-2022-06-06-22	Tulsa Safe Kids	\$25,247.17	\$ .00	\$25,247.17	\$25,247.17	\$25,247.17	\$ .00
	OP-2022-07-07-00	Program Area Management	\$172,344.38	\$ .00	\$172,344.38	\$172,344.38	\$172,344.38	\$ .00
	<b>Occupant Protection Total</b>		<b>\$757,468.05</b>	<b>\$149,448.68</b>	<b>\$757,468.05</b>	<b>\$757,468.05</b>	<b>\$757,468.05</b>	<b>\$ .00</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2022-02-03-24	Safe Kids OK	\$23,384.28	\$ .00	\$23,384.28	\$23,384.28	\$23,384.28	\$ .00
	PS-2022-04-01-02	Association of Central Oklahoma Governme	\$71,966.67	\$71,966.67	\$71,966.67	\$71,966.67	\$71,966.67	\$ .00
	PS-2022-04-02-08	Indian Nations Council of Govt	\$43,849.07	\$43,849.07	\$43,849.07	\$43,849.07	\$43,849.07	\$ .00
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$139,200.02</b>	<b>\$115,815.74</b>	<b>\$139,200.02</b>	<b>\$139,200.02</b>	<b>\$139,200.02</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>								
	PT-2022-03-01-07	Bartlesville PD	\$15,054.17	\$15,054.17	\$15,054.17	\$15,054.17	\$15,054.17	\$ .00
	PT-2022-03-02-08	Bethany PD	\$35,905.95	\$35,905.95	\$35,905.95	\$35,905.95	\$35,905.95	\$ .00
	PT-2022-03-03-21	Bixby PD	\$38,576.44	\$38,576.44	\$38,576.44	\$38,576.44	\$38,576.44	\$ .00
	PT-2022-03-04-22	Broken Arrow PD	\$61,894.33	\$61,894.33	\$61,894.33	\$61,894.33	\$61,894.33	\$ .00

Federal Reimbursement Voucher

PT-2022-03-05-05	Bryan County SO	\$10,730.56	\$10,730.56	\$10,730.56	\$10,730.56	\$10,730.56	\$10,730.56	\$10,730.56	\$10,730.56	\$10,730.56	\$0.00
PT-2022-03-06-03	Caddo County	\$27,229.64	\$27,229.64	\$27,229.64	\$27,229.64	\$27,229.64	\$27,229.64	\$27,229.64	\$27,229.64	\$27,229.64	\$0.00
PT-2022-03-07-13	Calera PD	\$16,939.32	\$16,939.32	\$16,939.32	\$16,939.32	\$16,939.32	\$16,939.32	\$16,939.32	\$16,939.32	\$16,939.32	\$0.00
PT-2022-03-08-02	Choctaw	\$7,925.79	\$7,925.79	\$7,925.79	\$7,925.79	\$7,925.79	\$7,925.79	\$7,925.79	\$7,925.79	\$7,925.79	\$0.00
PT-2022-03-09-02	Creek County	\$6,732.00	\$6,732.00	\$6,732.00	\$6,732.00	\$6,732.00	\$6,732.00	\$6,732.00	\$6,732.00	\$6,732.00	\$0.00
PT-2022-03-10-07	Del City PD	\$18,400.39	\$18,400.39	\$18,400.39	\$18,400.39	\$18,400.39	\$18,400.39	\$18,400.39	\$18,400.39	\$18,400.39	\$0.00
PT-2022-03-11-19	Durant PD	\$3,278.72	\$3,278.72	\$3,278.72	\$3,278.72	\$3,278.72	\$3,278.72	\$3,278.72	\$3,278.72	\$3,278.72	\$0.00
PT-2022-03-12-18	Enid PD	\$57,359.95	\$57,359.95	\$57,359.95	\$57,359.95	\$57,359.95	\$57,359.95	\$57,359.95	\$57,359.95	\$57,359.95	\$0.00
PT-2022-03-13-06	Guthrie PD	\$4,947.64	\$4,947.64	\$4,947.64	\$4,947.64	\$4,947.64	\$4,947.64	\$4,947.64	\$4,947.64	\$4,947.64	\$0.00
PT-2022-03-14-09	Idabel PD	\$8,206.83	\$8,206.83	\$8,206.83	\$8,206.83	\$8,206.83	\$8,206.83	\$8,206.83	\$8,206.83	\$8,206.83	\$0.00
PT-2022-03-16-02	McIntosh County	\$15,940.95	\$15,940.95	\$15,940.95	\$15,940.95	\$15,940.95	\$15,940.95	\$15,940.95	\$15,940.95	\$15,940.95	\$0.00
PT-2022-03-17-19	Midwest City PD	\$22,935.76	\$22,935.76	\$22,935.76	\$22,935.76	\$22,935.76	\$22,935.76	\$22,935.76	\$22,935.76	\$22,935.76	\$0.00
PT-2022-03-18-01	Moore, City of	\$14,828.42	\$14,828.42	\$14,828.42	\$14,828.42	\$14,828.42	\$14,828.42	\$14,828.42	\$14,828.42	\$14,828.42	\$0.00
PT-2022-03-19-14	Norman PD	\$30,543.26	\$30,543.26	\$30,543.26	\$30,543.26	\$30,543.26	\$30,543.26	\$30,543.26	\$30,543.26	\$30,543.26	\$0.00
PT-2022-03-20-15	Oklahoma County SO	\$10,277.94	\$10,277.94	\$10,277.94	\$10,277.94	\$10,277.94	\$10,277.94	\$10,277.94	\$10,277.94	\$10,277.94	\$0.00
PT-2022-03-22-17	Owasso PD	\$33,811.68	\$33,811.68	\$33,811.68	\$33,811.68	\$33,811.68	\$33,811.68	\$33,811.68	\$33,811.68	\$33,811.68	\$0.00
PT-2022-03-27-15	Tulsa PD	\$4,680.46	\$4,680.46	\$4,680.46	\$4,680.46	\$4,680.46	\$4,680.46	\$4,680.46	\$4,680.46	\$4,680.46	\$0.00
PT-2022-03-28-15	Tulsa County SO	\$47,160.10	\$47,160.10	\$47,160.10	\$47,160.10	\$47,160.10	\$47,160.10	\$47,160.10	\$47,160.10	\$47,160.10	\$0.00
<b>Police Traffic Services Total</b>		<b>\$493,360.30</b>	<b>\$493,360.30</b>	<b>\$493,360.30</b>	<b>\$493,360.30</b>	<b>\$493,360.30</b>	<b>\$493,360.30</b>	<b>\$493,360.30</b>	<b>\$493,360.30</b>	<b>\$493,360.30</b>	<b>\$0.00</b>
<b>Accident Investigation</b>											
AI-2022-01-01-10	DPS - 171	\$135,599.41	\$0.00	\$135,599.41	\$135,599.41	\$135,599.41	\$135,599.41	\$135,599.41	\$135,599.41	\$135,599.41	\$0.00
<b>Accident Investigation Total</b>		<b>\$135,599.41</b>	<b>\$0.00</b>	<b>\$135,599.41</b>	<b>\$135,599.41</b>	<b>\$135,599.41</b>	<b>\$135,599.41</b>	<b>\$135,599.41</b>	<b>\$135,599.41</b>	<b>\$135,599.41</b>	<b>\$0.00</b>
<b>Railroad/Highway Crossings</b>											
RH-2022-02-01-18	Oklahoma Operation Lifesaver	\$14,354.62	\$0.00	\$14,354.62	\$14,354.62	\$14,354.62	\$14,354.62	\$14,354.62	\$14,354.62	\$14,354.62	\$0.00
<b>Railroad/Highway Crossings Total</b>		<b>\$14,354.62</b>	<b>\$0.00</b>	<b>\$14,354.62</b>	<b>\$14,354.62</b>	<b>\$14,354.62</b>	<b>\$14,354.62</b>	<b>\$14,354.62</b>	<b>\$14,354.62</b>	<b>\$14,354.62</b>	<b>\$0.00</b>
<b>Speed Enforcement</b>											
SE-2022-03-01-19	Lawton, City of	\$1,414.67	\$1,414.67	\$1,414.67	\$1,414.67	\$1,414.67	\$1,414.67	\$1,414.67	\$1,414.67	\$1,414.67	\$0.00
SE-2022-03-02-02	Pryor PD	\$3,138.78	\$3,138.78	\$3,138.78	\$3,138.78	\$3,138.78	\$3,138.78	\$3,138.78	\$3,138.78	\$3,138.78	\$0.00
SE-2022-03-03-03	Wagoner County SO	\$9,693.10	\$9,693.10	\$9,693.10	\$9,693.10	\$9,693.10	\$9,693.10	\$9,693.10	\$9,693.10	\$9,693.10	\$0.00
<b>Speed Enforcement Total</b>		<b>\$14,246.55</b>	<b>\$14,246.55</b>	<b>\$14,246.55</b>	<b>\$14,246.55</b>	<b>\$14,246.55</b>	<b>\$14,246.55</b>	<b>\$14,246.55</b>	<b>\$14,246.55</b>	<b>\$14,246.55</b>	<b>\$0.00</b>
<b>Paid Advertising</b>											
PM-2022-02-02-03	Sports Marketing - OSU	\$77,900.00	\$0.00	\$77,900.00	\$77,900.00	\$77,900.00	\$77,900.00	\$77,900.00	\$77,900.00	\$77,900.00	\$0.00
PM-2022-02-03-03	Sports Marketing - OU	\$95,000.00	\$0.00	\$95,000.00	\$95,000.00	\$95,000.00	\$95,000.00	\$95,000.00	\$95,000.00	\$95,000.00	\$0.00
<b>Paid Advertising Total</b>		<b>\$172,900.00</b>	<b>\$0.00</b>	<b>\$172,900.00</b>	<b>\$172,900.00</b>	<b>\$172,900.00</b>	<b>\$172,900.00</b>	<b>\$172,900.00</b>	<b>\$172,900.00</b>	<b>\$172,900.00</b>	<b>\$0.00</b>
<b>Teen Safety Program</b>											
TSP-2022-01-01-08	DCCCA	\$22,200.84	\$0.00	\$22,200.84	\$22,200.84	\$22,200.84	\$22,200.84	\$22,200.84	\$22,200.84	\$22,200.84	\$0.00
TSP-2022-02-02-08	Educational Alternatives	\$121,565.33	\$0.00	\$121,565.33	\$121,565.33	\$121,565.33	\$121,565.33	\$121,565.33	\$121,565.33	\$121,565.33	\$0.00
<b>Teen Safety Program Total</b>		<b>\$143,766.17</b>	<b>\$0.00</b>	<b>\$143,766.17</b>	<b>\$143,766.17</b>	<b>\$143,766.17</b>	<b>\$143,766.17</b>	<b>\$143,766.17</b>	<b>\$143,766.17</b>	<b>\$143,766.17</b>	<b>\$0.00</b>
<b>NHTSA 402 Match</b>											
MATCH-2022-00-00-00	Safe Kids Worldwide - STCPS	\$0.00	\$0.00	\$3,645.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MATCH-2022-00-00-01	STMC Projects	\$0.00	\$0.00	\$173,813.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MATCH-2022-00-00-02	DPS - Match PTS	\$0.00	\$0.00	\$600,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>NHTSA 402 Match Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$777,458.50</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act NHTSA 402 Total</b>		<b>\$2,143,654.69</b>	<b>\$869,730.84</b>	<b>\$3,008,436.41</b>	<b>\$2,143,654.69</b>	<b>\$2,143,654.69</b>	<b>\$2,143,654.69</b>	<b>\$2,143,654.69</b>	<b>\$2,143,654.69</b>	<b>\$2,143,654.69</b>	<b>\$0.00</b>
<b>FAST Act 405b OP Low</b>											

**405b Low HVE**

M2HVE-2022-03-01-16	DPS - 118	\$239,387.79	\$ .00	\$239,387.79	\$239,387.79	\$239,387.79	\$239,387.79	\$ .00
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<b>405b Low HVE Total</b>		<b>\$239,387.79</b>	<b>\$ .00</b>	<b>\$239,387.79</b>	<b>\$239,387.79</b>	<b>\$239,387.79</b>	<b>\$239,387.79</b>	<b>\$ .00</b>
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<b>FAST Act 405b OP Low Total</b>		<b>\$239,387.79</b>	<b>\$ .00</b>	<b>\$239,387.79</b>	<b>\$239,387.79</b>	<b>\$239,387.79</b>	<b>\$239,387.79</b>	<b>\$ .00</b>
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**FAST Act 405c Data Program****405c Data Program**

M3DA-2022-05-01-03	OSBI - Crash Reporting	\$75,690.00	\$ .00	\$75,690.00	\$75,690.00	\$75,690.00	\$75,690.00	\$ .00
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M3DA-2022-05-04-01	OHSO - LexisNexis DPS-202	\$95,000.00	\$ .00	\$95,000.00	\$95,000.00	\$95,000.00	\$95,000.00	\$ .00
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M3DA-2022-06-05-15	University of Oklahoma - PARIS	\$145,485.76	\$ .00	\$145,485.76	\$145,485.76	\$145,485.76	\$145,485.76	\$ .00
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M3DA-2022-07-02-00	Program Area Management	\$90,379.76	\$ .00	\$90,379.76	\$90,379.76	\$90,379.76	\$90,379.76	\$ .00
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<b>405c Data Program Total</b>		<b>\$406,555.52</b>	<b>\$ .00</b>	<b>\$406,555.52</b>	<b>\$406,555.52</b>	<b>\$406,555.52</b>	<b>\$406,555.52</b>	<b>\$ .00</b>
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<b>FAST Act 405c Data Program Total</b>		<b>\$406,555.52</b>	<b>\$ .00</b>	<b>\$406,555.52</b>	<b>\$406,555.52</b>	<b>\$406,555.52</b>	<b>\$406,555.52</b>	<b>\$ .00</b>
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**FAST Act 405d Impaired Driving Mid****405d Mid HVE**

M5HVE-2022-03-01-16	DPS - 106	\$432,868.26	\$ .00	\$432,868.26	\$432,868.26	\$432,868.26	\$432,868.26	\$ .00
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M5HVE-2022-03-02-16	DPS - 117	\$141,877.93	\$ .00	\$141,877.93	\$141,877.93	\$141,877.93	\$141,877.93	\$ .00
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<b>405d Mid HVE Total</b>		<b>\$574,746.19</b>	<b>\$ .00</b>	<b>\$574,746.19</b>	<b>\$574,746.19</b>	<b>\$574,746.19</b>	<b>\$574,746.19</b>	<b>\$ .00</b>
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**405d Mid Training**

M5TR-2022-02-02-06	Dept of Mental Health	\$30,501.23	\$ .00	\$30,501.23	\$30,501.23	\$30,501.23	\$30,501.23	\$ .00
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M5TR-2022-05-01-08	Board of Tests	\$47,984.37	\$ .00	\$47,984.37	\$47,984.37	\$47,984.37	\$47,984.37	\$ .00
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<b>405d Mid Training Total</b>		<b>\$78,485.60</b>	<b>\$ .00</b>	<b>\$78,485.60</b>	<b>\$78,485.60</b>	<b>\$78,485.60</b>	<b>\$78,485.60</b>	<b>\$ .00</b>
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**405d Impaired Driving Mid**

M5X-2022-05-01-14	Oklahoma State Bureau of Investigation	\$105,679.78	\$ .00	\$105,679.78	\$105,679.78	\$105,679.78	\$105,679.78	\$ .00
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<b>405d Impaired Driving Mid Total</b>		<b>\$105,679.78</b>	<b>\$ .00</b>	<b>\$105,679.78</b>	<b>\$105,679.78</b>	<b>\$105,679.78</b>	<b>\$105,679.78</b>	<b>\$ .00</b>
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<b>FAST Act 405d Impaired Driving Mid Total</b>		<b>\$758,911.57</b>	<b>\$ .00</b>	<b>\$758,911.57</b>	<b>\$758,911.57</b>	<b>\$758,911.57</b>	<b>\$758,911.57</b>	<b>\$ .00</b>
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**FAST Act 405f Motorcycle Safety Programs****405f Safety Motorcyclist Awareness**

M11MA-2022-02-02-06	VI Marketing & Branding	\$1,399.41	\$ .00	\$1,399.41	\$1,399.41	\$1,399.41	\$1,399.41	\$ .00
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<b>405f Safety Motorcyclist Awareness Total</b>		<b>\$1,399.41</b>	<b>\$ .00</b>	<b>\$1,399.41</b>	<b>\$1,399.41</b>	<b>\$1,399.41</b>	<b>\$1,399.41</b>	<b>\$ .00</b>
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<b>FAST Act 405f Motorcycle Safety Programs Total</b>		<b>\$1,399.41</b>	<b>\$ .00</b>	<b>\$1,399.41</b>	<b>\$1,399.41</b>	<b>\$1,399.41</b>	<b>\$1,399.41</b>	<b>\$ .00</b>
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**BIL NHTSA 402****Planning and Administration**

PA-2022-07-01-00	Planning & Administration	\$152,592.78	\$ .00	\$305,185.56	\$152,592.78	\$152,592.78	\$152,592.78	\$ .00
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<b>Planning and Administration Total</b>		<b>\$152,592.78</b>	<b>\$ .00</b>	<b>\$305,185.56</b>	<b>\$152,592.78</b>	<b>\$152,592.78</b>	<b>\$152,592.78</b>	<b>\$ .00</b>
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**Alcohol**

AL-2022-03-03-16	DPS - 106	\$77,931.69	\$ .00	\$77,931.69	\$77,931.69	\$77,931.69	\$77,931.69	\$ .00
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<b>Alcohol Total</b>		<b>\$77,931.69</b>	<b>\$ .00</b>	<b>\$77,931.69</b>	<b>\$77,931.69</b>	<b>\$77,931.69</b>	<b>\$77,931.69</b>	<b>\$ .00</b>
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**Occupant Protection**

OP-2022-03-02-18	Oklahoma City PD	\$20,034.51	\$20,034.51	\$20,034.51	\$20,034.51	\$20,034.51	\$20,034.51	\$ .00
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OP-2022-03-03-16	DPS - 118	\$163,793.15	\$ .00	\$163,793.15	\$163,793.15	\$163,793.15	\$163,793.15	\$ .00
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<b>Occupant Protection Total</b>		<b>\$183,827.66</b>	<b>\$20,034.51</b>	<b>\$183,827.66</b>	<b>\$183,827.66</b>	<b>\$183,827.66</b>	<b>\$183,827.66</b>	<b>\$ .00</b>
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**Pedestrian/Bicycle Safety**

PS-2022-02-03-24	Safe Kids Oklahoma Inc	\$22,890.32	\$ .00	\$22,890.32	\$22,890.32	\$22,890.32	\$22,890.32	\$ .00
PS-2022-04-01-02	Association of Central Oklahoma Governme	\$25,195.34	\$25,195.34	\$25,195.34	\$25,195.34	\$25,195.34	\$25,195.34	\$ .00
PS-2022-04-02-08	Indian Nations Council of Govt	\$37,497.59	\$37,497.59	\$37,497.59	\$37,497.59	\$37,497.59	\$37,497.59	\$ .00

**Pedestrian/Bicycle Safety Total**

**\$85,583.25      \$62,692.93      \$85,583.25      \$85,583.25      \$85,583.25      \$ .00**

**Police Traffic Services**

PT-2022-01-29-03	VI Marketing - Summit	\$114,823.41	\$ .00	\$114,823.41	\$114,823.41	\$114,823.41	\$114,823.41	\$ .00
PT-2022-03-01-07	Bartlesville PD	\$1,305.09	\$1,305.09	\$1,305.09	\$1,305.09	\$1,305.09	\$1,305.09	\$ .00
PT-2022-03-02-08	Bethany PD	\$17,161.39	\$17,161.39	\$17,161.39	\$17,161.39	\$17,161.39	\$17,161.39	\$ .00
PT-2022-03-03-21	Bixby PD	\$9,017.00	\$9,017.00	\$9,017.00	\$9,017.00	\$9,017.00	\$9,017.00	\$ .00
PT-2022-03-04-22	Broken Arrow PD	\$483.67	\$483.67	\$483.67	\$483.67	\$483.67	\$483.67	\$ .00
PT-2022-03-05-05	Bryan County SO	\$5,349.24	\$5,349.24	\$5,349.24	\$5,349.24	\$5,349.24	\$5,349.24	\$ .00
PT-2022-03-06-03	Caddo County	\$3,170.57	\$3,170.57	\$3,170.57	\$3,170.57	\$3,170.57	\$3,170.57	\$ .00
PT-2022-03-11-19	Durant, City of	\$15,266.78	\$15,266.78	\$15,266.78	\$15,266.78	\$15,266.78	\$15,266.78	\$ .00
PT-2022-03-13-06	Guthrie PD	\$5,052.36	\$5,052.36	\$5,052.36	\$5,052.36	\$5,052.36	\$5,052.36	\$ .00
PT-2022-03-14-09	Idabel PD	\$5,494.82	\$5,494.82	\$5,494.82	\$5,494.82	\$5,494.82	\$5,494.82	\$ .00
PT-2022-03-15-13	McAlester PD	\$36,384.32	\$36,384.32	\$36,384.32	\$36,384.32	\$36,384.32	\$36,384.32	\$ .00
PT-2022-03-18-01	Moore, City of	\$4,433.42	\$4,433.42	\$4,433.42	\$4,433.42	\$4,433.42	\$4,433.42	\$ .00
PT-2022-03-19-14	Norman PD	\$9,699.16	\$9,699.16	\$9,699.16	\$9,699.16	\$9,699.16	\$9,699.16	\$ .00
PT-2022-03-20-15	Oklahoma County SO	\$216,584.56	\$216,584.56	\$216,584.56	\$216,584.56	\$216,584.56	\$216,584.56	\$ .00
PT-2022-03-21-04	Osage County SO	\$20,447.04	\$20,447.04	\$20,447.04	\$20,447.04	\$20,447.04	\$20,447.04	\$ .00
PT-2022-03-22-17	Owasso PD	\$42,380.52	\$42,380.52	\$42,380.52	\$42,380.52	\$42,380.52	\$42,380.52	\$ .00
PT-2022-03-23-12	Pottawatomie County SO	\$19,011.01	\$19,011.01	\$19,011.01	\$19,011.01	\$19,011.01	\$19,011.01	\$ .00
PT-2022-03-24-04	Rogers County SO	\$142,000.00	\$142,000.00	\$142,000.00	\$142,000.00	\$142,000.00	\$142,000.00	\$ .00
PT-2022-03-25-10	Sapulpa PD	\$16,701.83	\$16,701.83	\$16,701.83	\$16,701.83	\$16,701.83	\$16,701.83	\$ .00
PT-2022-03-26-16	Shawnee PD	\$18,815.08	\$18,815.08	\$18,815.08	\$18,815.08	\$18,815.08	\$18,815.08	\$ .00
PT-2022-03-27-15	Tulsa PD	\$74,571.54	\$74,571.54	\$74,571.54	\$74,571.54	\$74,571.54	\$74,571.54	\$ .00
PT-2022-03-28-15	Tulsa County SO	\$21,092.59	\$21,092.59	\$21,092.59	\$21,092.59	\$21,092.59	\$21,092.59	\$ .00
PT-2022-07-30-00	Program Area Management	\$220,426.95	\$ .00	\$220,426.95	\$220,426.95	\$220,426.95	\$220,426.95	\$ .00

**Police Traffic Services Total**

**\$1,019,672.35      \$684,421.99      \$1,019,672.35      \$1,019,672.35      \$1,019,672.35      \$ .00**

**Traffic Records**

TR-2022-07-01-00	Program Area Management	\$1,024.35	\$ .00	\$1,024.35	\$1,024.35	\$1,024.35	\$1,024.35	\$ .00
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**Traffic Records Total**

**\$1,024.35      \$ .00      \$1,024.35      \$1,024.35      \$1,024.35      \$ .00**

**Railroad/Highway Crossings**

RH-2022-02-01-18	Oklahoma Operation Lifesaver	\$35,338.50	\$ .00	\$35,338.50	\$35,338.50	\$35,338.50	\$35,338.50	\$ .00
RH-2022-02-02-06	VI Marketing & Branding	\$34,362.35	\$ .00	\$34,362.35	\$34,362.35	\$34,362.35	\$34,362.35	\$ .00

**Railroad/Highway Crossings Total**

**\$69,700.85      \$ .00      \$69,700.85      \$69,700.85      \$69,700.85      \$ .00**

**Speed Enforcement**

SE-2022-03-01-19	Lawton, City of	\$34,001.67	\$34,001.67	\$34,001.67	\$34,001.67	\$34,001.67	\$34,001.67	\$ .00
SE-2022-03-02-02	Pryor PD	\$10,704.22	\$10,704.22	\$10,704.22	\$10,704.22	\$10,704.22	\$10,704.22	\$ .00

**Speed Enforcement Total**

**\$44,705.89      \$44,705.89      \$44,705.89      \$44,705.89      \$44,705.89      \$ .00**

**Paid Advertising**

PM-2022-02-02-03	Sports Marketing - OSU	\$17,100.00	\$ .00	\$17,100.00	\$17,100.00	\$17,100.00	\$17,100.00	\$ .00
PM-2022-02-04-06	VI Marketing & Branding	\$171,712.28	\$ .00	\$171,712.28	\$171,712.28	\$171,712.28	\$171,712.28	\$ .00

**Paid Advertising Total**

**\$188,812.28      \$ .00      \$188,812.28      \$188,812.28      \$188,812.28      \$ .00**

**Teen Safety Program**

TSP-2022-01-01-08	DCCCA	\$66,178.04	\$ .00	\$66,178.04	\$66,178.04	\$66,178.04	\$ .00
TSP-2022-02-02-08	Educational Alternatives	\$60,472.07	\$ .00	\$60,472.07	\$60,472.07	\$60,472.07	\$ .00
TSP-2022-02-03-03	Teen Educational Program - RFP	\$33,000.00	\$ .00	\$33,000.00	\$33,000.00	\$33,000.00	\$ .00

**Teen Safety Program Total**

**\$159,650.11      \$ .00      \$159,650.11      \$159,650.11      \$159,650.11      \$ .00**

**NHTSA 402 Match**

MATCH-2022-00-00-02	DPS - Match PTS	\$ .00	\$ .00	\$770,000.00	\$ .00	\$ .00	\$ .00
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**NHTSA 402 Match Total**

**\$ .00      \$ .00      \$770,000.00      \$ .00      \$ .00      \$ .00**

**BIL NHTSA 402 Total**

**\$1,983,501.21      \$811,855.32      \$2,906,093.99      \$1,983,501.21      \$1,983,501.21      \$ .00**

**BIL 405b OP Low****405b Low HVE**

M2HVE-2022-03-01-16	DPS - 118	\$16,404.58	\$ .00	\$16,404.58	\$16,404.58	\$16,404.58	\$ .00
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**405b Low HVE Total**

**\$16,404.58      \$ .00      \$16,404.58      \$16,404.58      \$16,404.58      \$ .00**

**405b Low Training**

M2TR-2022-02-01-24	Safe Kids OK	\$26,236.84	\$ .00	\$26,236.84	\$26,236.84	\$26,236.84	\$ .00
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**405b Low Training Total**

**\$26,236.84      \$ .00      \$26,236.84      \$26,236.84      \$26,236.84      \$ .00**

**405b Low Public Education**

M2PE-2022-02-01-06	VI Marketing & Branding	\$116,621.91	\$ .00	\$116,621.91	\$116,621.91	\$116,621.91	\$ .00
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**405b Low Public Education Total**

**\$116,621.91      \$ .00      \$116,621.91      \$116,621.91      \$116,621.91      \$ .00**

**405b Low Community CPS Services**

M2CPS-2022-02-01-24	Safe Kids OK	\$133,028.90	\$ .00	\$133,028.90	\$133,028.90	\$133,028.90	\$ .00
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**405b Low Community CPS Services Total**

**\$133,028.90      \$ .00      \$133,028.90      \$133,028.90      \$133,028.90      \$ .00**

**405b Low CSS Purchase/Distribution**

M2CSS-2022-02-01-24	Safe Kids OK	\$18,000.00	\$ .00	\$18,000.00	\$18,000.00	\$18,000.00	\$ .00
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**405b Low CSS Purchase/Distribution Total**

**\$18,000.00      \$ .00      \$18,000.00      \$18,000.00      \$18,000.00      \$ .00**

**405b OP Low**

M2X-2022-06-02-00	UCO - Seat-Belt Survey	\$73,267.06	\$ .00	\$73,267.06	\$73,267.06	\$73,267.06	\$ .00
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**405b OP Low Total**

**\$73,267.06      \$ .00      \$73,267.06      \$73,267.06      \$73,267.06      \$ .00**

**BIL 405b OP Low Total**

**\$383,559.29      \$ .00      \$383,559.29      \$383,559.29      \$383,559.29      \$ .00**

**BIL 405d Impaired Driving Mid****405d Mid HVE**

M5HVE-2022-03-02-16	DPS - 117	\$187,743.80	\$ .00	\$187,743.80	\$187,743.80	\$187,743.80	\$ .00
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**405d Mid HVE Total**

**\$187,743.80      \$ .00      \$187,743.80      \$187,743.80      \$187,743.80      \$ .00**

**405d Mid Court Support**

M5CS-2022-02-01-04	Oklahoma Bar Association	\$36,707.61	\$ .00	\$36,707.61	\$36,707.61	\$36,707.61	\$ .00
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**405d Mid Court Support Total**

**\$36,707.61      \$ .00      \$36,707.61      \$36,707.61      \$36,707.61      \$ .00**

**405d Mid BAC Testing/Reporting**

M5BAC-2022-02-01-18	Oklahoma City PD	\$90,687.08	\$ .00	\$90,687.08	\$90,687.08	\$90,687.08	\$ .00
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**405d Mid BAC Testing/Reporting Total**

**\$90,687.08      \$ .00      \$90,687.08      \$90,687.08      \$90,687.08      \$ .00**

**405d Mid Paid/Earned Media**

M5PEM-2022-02-01-04	Marketing - Alliance Sport Marketing	\$90,000.00	\$ .00	\$90,000.00	\$90,000.00	\$90,000.00	\$ .00
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M5PEM-2022-02-02-01	Sports Marketing - Tulsa	\$39,950.00	\$ .00	\$39,950.00	\$39,950.00	\$39,950.00	\$ .00
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M5PEM-2022-02-03-03	Sports Marketing - OKC Dodgers	\$54,000.00	\$ .00	\$59,000.00	\$54,000.00	\$54,000.00	\$ .00
M5PEM-2022-02-05-06	VI Marketing & Branding	\$622,851.15	\$ .00	\$622,851.15	\$622,851.15	\$622,851.15	\$ .00
<b>405d Mid Paid/Earned Media Total</b>		<b>\$806,801.15</b>	<b>\$ .00</b>	<b>\$811,801.15</b>	<b>\$806,801.15</b>	<b>\$806,801.15</b>	<b>\$ .00</b>
<b>405d Mid Training</b>							
M5TR-2022-02-02-06	Dept of Mental Health and Substance Abus	\$51,820.91	\$ .00	\$51,820.91	\$51,820.91	\$51,820.91	\$ .00
<b>405d Mid Training Total</b>		<b>\$51,820.91</b>	<b>\$ .00</b>	<b>\$51,820.91</b>	<b>\$51,820.91</b>	<b>\$51,820.91</b>	<b>\$ .00</b>
<b>405d Impaired Driving Mid</b>							
M5X-2022-05-01-14	Oklahoma State Bureau of Investigation	\$105,621.36	\$ .00	\$105,621.36	\$105,621.36	\$105,621.36	\$ .00
<b>405d Impaired Driving Mid Total</b>		<b>\$105,621.36</b>	<b>\$ .00</b>	<b>\$105,621.36</b>	<b>\$105,621.36</b>	<b>\$105,621.36</b>	<b>\$ .00</b>
<b>BIL 405d Impaired Driving Mid Total</b>		<b>\$1,279,381.91</b>	<b>\$ .00</b>	<b>\$1,284,381.91</b>	<b>\$1,279,381.91</b>	<b>\$1,279,381.91</b>	<b>\$ .00</b>
<b>BIL 405f Motorcycle Safety Programs</b>							
<b>405f Safety Motorcyclist Awareness</b>							
M11MA-2022-02-01-03	Sports Marketing - OKC Dodgers	\$5,000.00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00	\$ .00
M11MA-2022-02-02-06	VI Marketing & Branding	\$63,427.60	\$ .00	\$63,427.60	\$63,427.60	\$63,427.60	\$ .00
<b>405f Safety Motorcyclist Awareness Total</b>		<b>\$68,427.60</b>	<b>\$ .00</b>	<b>\$68,427.60</b>	<b>\$68,427.60</b>	<b>\$68,427.60</b>	<b>\$ .00</b>
<b>BIL 405f Motorcycle Safety Programs Total</b>		<b>\$68,427.60</b>	<b>\$ .00</b>	<b>\$68,427.60</b>	<b>\$68,427.60</b>	<b>\$68,427.60</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL NHTSA 402</b>							
<b>Planning and Administration</b>							
PA-2022-07-01-00	Planning & Administration	\$46,526.00	\$ .00	\$93,052.00	\$46,526.00	\$46,526.00	\$ .00
<b>Planning and Administration Total</b>		<b>\$46,526.00</b>	<b>\$ .00</b>	<b>\$93,052.00</b>	<b>\$46,526.00</b>	<b>\$46,526.00</b>	<b>\$ .00</b>
<b>Alcohol</b>							
AL-2022-03-01-19	Lawton, City of	\$10,959.66	\$10,959.66	\$10,959.66	\$10,959.66	\$10,959.66	\$ .00
AL-2022-03-02-18	Oklahoma City PD	\$11,466.85	\$11,466.85	\$11,466.85	\$11,466.85	\$11,466.85	\$ .00
<b>Alcohol Total</b>		<b>\$22,426.51</b>	<b>\$22,426.51</b>	<b>\$22,426.51</b>	<b>\$22,426.51</b>	<b>\$22,426.51</b>	<b>\$ .00</b>
<b>Occupant Protection</b>							
OP-2022-03-03-16	DPS - 118	\$137,434.89	\$ .00	\$137,434.89	\$137,434.89	\$137,434.89	\$ .00
<b>Occupant Protection Total</b>		<b>\$137,434.89</b>	<b>\$ .00</b>	<b>\$137,434.89</b>	<b>\$137,434.89</b>	<b>\$137,434.89</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>							
PT-2022-03-07-13	Calera PD	\$6,974.90	\$6,974.90	\$6,974.90	\$6,974.90	\$6,974.90	\$ .00
PT-2022-03-08-02	Choctaw, City of	\$900.34	\$900.34	\$900.34	\$900.34	\$900.34	\$ .00
PT-2022-03-09-02	Creek County	\$816.00	\$816.00	\$816.00	\$816.00	\$816.00	\$ .00
PT-2022-03-12-18	Enid PD	\$23,819.13	\$23,819.13	\$23,819.13	\$23,819.13	\$23,819.13	\$ .00
PT-2022-03-14-09	Idabel PD	\$1,283.19	\$1,283.19	\$1,283.19	\$1,283.19	\$1,283.19	\$ .00
PT-2022-03-15-13	McAlester PD	\$18,194.68	\$18,194.68	\$18,194.68	\$18,194.68	\$18,194.68	\$ .00
PT-2022-03-16-02	McIntosh County	\$10,098.05	\$10,098.05	\$10,098.05	\$10,098.05	\$10,098.05	\$ .00
PT-2022-03-17-19	Midwest City PD	\$19,503.41	\$19,503.41	\$19,503.41	\$19,503.41	\$19,503.41	\$ .00
<b>Police Traffic Services Total</b>		<b>\$81,589.70</b>	<b>\$81,589.70</b>	<b>\$81,589.70</b>	<b>\$81,589.70</b>	<b>\$81,589.70</b>	<b>\$ .00</b>
<b>Speed Enforcement</b>							
SE-2022-03-03-03	Wagoner County	\$23,383.46	\$23,383.46	\$23,383.46	\$23,383.46	\$23,383.46	\$ .00
<b>Speed Enforcement Total</b>		<b>\$23,383.46</b>	<b>\$23,383.46</b>	<b>\$23,383.46</b>	<b>\$23,383.46</b>	<b>\$23,383.46</b>	<b>\$ .00</b>
<b>NHTSA 402 Match</b>							

MATCH-2022-00-00-02 DPS - Match PTS	\$ .00	\$ .00	\$112,000.00	\$ .00	\$ .00	\$ .00
<b>NHTSA 402 Match Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$112,000.00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL NHTSA 402 Total</b>	<b>\$311,360.56</b>	<b>\$127,399.67</b>	<b>\$469,886.56</b>	<b>\$311,360.56</b>	<b>\$311,360.56</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405b OP Low</b>						
<b>405b Low HVE</b>						
M2HVE-2022-03-01-16 DPS - 118	\$42,307.67	\$ .00	\$42,307.67	\$42,307.67	\$42,307.67	\$ .00
<b>405b Low HVE Total</b>	<b>\$42,307.67</b>	<b>\$ .00</b>	<b>\$42,307.67</b>	<b>\$42,307.67</b>	<b>\$42,307.67</b>	<b>\$ .00</b>
<b>405b Low Public Education</b>						
M2PE-2022-02-01-06 VI Marketing & Branding	\$2,028.75	\$ .00	\$2,028.75	\$2,028.75	\$2,028.75	\$ .00
<b>405b Low Public Education Total</b>	<b>\$2,028.75</b>	<b>\$ .00</b>	<b>\$2,028.75</b>	<b>\$2,028.75</b>	<b>\$2,028.75</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405b OP Low Total</b>	<b>\$44,336.42</b>	<b>\$ .00</b>	<b>\$44,336.42</b>	<b>\$44,336.42</b>	<b>\$44,336.42</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405d Impaired Driving Mid</b>						
<b>405d Mid HVE</b>						
M5HVE-2022-03-01-16 DPS - 106	\$160,013.64	\$ .00	\$160,013.64	\$160,013.64	\$160,013.64	\$ .00
M5HVE-2022-03-02-16 DPS - 117	\$16,044.05	\$ .00	\$16,044.05	\$16,044.05	\$16,044.05	\$ .00
<b>405d Mid HVE Total</b>	<b>\$176,057.69</b>	<b>\$ .00</b>	<b>\$176,057.69</b>	<b>\$176,057.69</b>	<b>\$176,057.69</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405d Impaired Driving Mid Total</b>	<b>\$176,057.69</b>	<b>\$ .00</b>	<b>\$176,057.69</b>	<b>\$176,057.69</b>	<b>\$176,057.69</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405f Motorcycle Safety Programs</b>						
<b>405f Safety Motorcyclist Awareness</b>						
M11MA-2022-02-02-06 VI Marketing & Branding	\$5,485.70	\$ .00	\$5,485.70	\$5,485.70	\$5,485.70	\$ .00
<b>405f Safety Motorcyclist Awareness Total</b>	<b>\$5,485.70</b>	<b>\$ .00</b>	<b>\$5,485.70</b>	<b>\$5,485.70</b>	<b>\$5,485.70</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405f Motorcycle Safety Programs Total</b>	<b>\$5,485.70</b>	<b>\$ .00</b>	<b>\$5,485.70</b>	<b>\$5,485.70</b>	<b>\$5,485.70</b>	<b>\$ .00</b>
<b>NHTSA Total</b>	<b>\$7,802,019.36</b>	<b>\$1,808,985.83</b>	<b>\$9,752,919.86</b>	<b>\$7,802,019.36</b>	<b>\$7,802,019.36</b>	<b>\$ .00</b>
<b>Total</b>	<b>\$7,802,019.36</b>	<b>\$1,808,985.83</b>	<b>\$9,752,919.86</b>	<b>\$7,802,019.36</b>	<b>\$7,802,019.36</b>	<b>\$ .00</b>

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:

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

State: Oklahoma

Page: 1

Latest posted documents

Posted: 01/06/2023

Report Date: 01/24/2023

HCS-32 VOU-26

Program Area	Project	Original Approved HSP	Percent of Agency Planned	Sum of Obligations	Percent of Agency Obligated	Percent Prior FY Funds	Sum of Expenditures	Percent Agency Expended	Unexpended Balance	Est. Months to Liquidate	Unobligated Balance
<b>NHTSA</b>											
<b>FAST Act NHTSA 402</b>											
<b>Planning and Administration</b>											
	PA-2022-07-01-00	\$254,172.00	3%	\$87,323.22	1%		\$87,323.22	1%	\$ .00	0	
	<b>Planning and Administration Total</b>	<b>\$254,172.00</b>	<b>3%</b>	<b>\$87,323.22</b>	<b>1%</b>		<b>\$87,323.22</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Alcohol</b>											
	AL-2022-03-01-19	\$65,968.42	1%	\$39,726.65	0%		\$39,726.65	1%	\$ .00	0	
	AL-2022-03-03-16	\$120,000.00	1%	\$25,509.78	0%		\$25,509.78	0%	\$ .00	0	
	AL-2022-03-02-18	\$111,449.00	1%	\$57,132.92	0%		\$57,132.92	1%	\$ .00	0	
	AL-2022-07-04-00	\$162,628.00	2%	\$62,628.00	0%		\$62,628.00	1%	\$ .00	0	
	<b>Alcohol Total</b>	<b>\$460,045.42</b>	<b>5%</b>	<b>\$184,997.35</b>	<b>1%</b>		<b>\$184,997.35</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Motorcycle Safety</b>											
	MC-2022-07-01-00	\$8,439.00	0%	\$439.00	0%		\$439.00	0%	\$ .00	0	
	<b>Motorcycle Safety Total</b>	<b>\$8,439.00</b>	<b>0%</b>	<b>\$439.00</b>	<b>0%</b>		<b>\$439.00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Occupant Protection</b>											
	OP-2022-03-02-18	\$152,386.02	2%	\$129,448.68	1%		\$129,448.68	2%	\$ .00	0	
	OP-2022-03-03-16	\$597,627.73	7%	\$239,486.21	2%		\$239,486.21	3%	\$ .00	0	
	OP-2022-06-04-22	\$190,468.00	2%	\$171,839.62	1%		\$171,839.62	2%	\$ .00	0	
	OP-2022-07-07-00	\$194,099.00	2%	\$172,344.38	1%		\$172,344.38	2%	\$ .00	0	
	OP-2022-06-06-22	\$26,000.00	0%	\$25,247.17	0%		\$25,247.17	0%	\$ .00	0	
	OP-2022-06-05-22	\$27,955.00	0%	\$19,101.99	0%		\$19,101.99	0%	\$ .00	0	
	<b>Occupant Protection Total</b>	<b>\$1,188,535.75</b>	<b>13%</b>	<b>\$757,468.05</b>	<b>5%</b>		<b>\$757,468.05</b>	<b>10%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Pedestrian/Bicycle Safety</b>											
	PS-2022-02-03-24	\$42,104.50	0%	\$23,384.28	0%		\$23,384.28	0%	\$ .00	0	
	PS-2022-04-02-08	\$ .00	0%	\$43,849.07	0%		\$43,849.07	1%	\$ .00	0	
	PS-2022-04-01-02	\$114,000.00	1%	\$71,966.67	0%		\$71,966.67	1%	\$ .00	0	
	PS-2022-03-02-08	\$84,000.00	1%	\$ .00	0%		\$ .00	0%	\$ .00	0	
	<b>Pedestrian/Bicycle Safety Total</b>	<b>\$240,104.50</b>	<b>3%</b>	<b>\$139,200.02</b>	<b>1%</b>		<b>\$139,200.02</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>	
<b>Police Traffic Services</b>											
	PT-2022-03-05-05	\$51,290.00	1%	\$10,730.56	0%		\$10,730.56	0%	\$ .00	0	
	PT-2022-03-13-06	\$10,000.00	0%	\$4,947.64	0%		\$4,947.64	0%	\$ .00	0	
	PT-2022-03-08-02	\$25,377.00	0%	\$7,925.79	0%		\$7,925.79	0%	\$ .00	0	

Obligations vs Expenditures

PT-2022-03-09-02	\$18,250.00	0%	\$6,732.00	0%	\$6,732.00	0%	\$0.00	0
PT-2022-03-10-07	\$19,916.00	0%	\$18,400.39	0%	\$18,400.39	0%	\$0.00	0
PT-2022-03-11-19	\$57,805.00	1%	\$3,278.72	0%	\$3,278.72	0%	\$0.00	0
PT-2022-03-12-18	\$85,400.00	1%	\$57,359.95	0%	\$57,359.95	1%	\$0.00	0
PT-2022-03-22-17	\$62,970.00	1%	\$33,811.68	0%	\$33,811.68	0%	\$0.00	0
PT-2022-03-23-12	\$15,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0
PT-2022-03-14-09	\$16,325.40	0%	\$8,206.83	0%	\$8,206.83	0%	\$0.00	0
PT-2022-03-15-13	\$48,579.00	1%	\$0.00	0%	\$0.00	0%	\$0.00	0
PT-2022-03-16-02	\$27,958.00	0%	\$15,940.95	0%	\$15,940.95	0%	\$0.00	0
PT-2022-03-17-19	\$44,880.00	1%	\$22,935.76	0%	\$22,935.76	0%	\$0.00	0
PT-2022-03-18-01	\$20,000.00	0%	\$14,828.42	0%	\$14,828.42	0%	\$0.00	0
PT-2022-03-19-14	\$101,626.00	1%	\$30,543.26	0%	\$30,543.26	0%	\$0.00	0
PT-2022-03-20-15	\$226,862.50	3%	\$10,277.94	0%	\$10,277.94	0%	\$0.00	0
PT-2022-03-21-04	\$23,530.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0
PT-2022-03-24-04	\$127,000.00	1%	\$0.00	0%	\$0.00	0%	\$0.00	0
PT-2022-03-25-10	\$27,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0
PT-2022-03-26-16	\$40,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0
PT-2022-03-27-15	\$79,252.00	1%	\$4,680.46	0%	\$4,680.46	0%	\$0.00	0
PT-2022-03-28-15	\$92,000.00	1%	\$47,160.10	0%	\$47,160.10	1%	\$0.00	0
PT-2022-07-03-00	\$408,206.00	5%	\$0.00	0%	\$0.00	0%	\$0.00	0
PT-2022-03-04-22	\$62,850.00	1%	\$61,894.33	0%	\$61,894.33	1%	\$0.00	0
PT-2022-03-03-21	\$86,500.00	1%	\$38,576.44	0%	\$38,576.44	0%	\$0.00	0
PT-2022-03-02-08	\$55,131.00	1%	\$35,905.95	0%	\$35,905.95	0%	\$0.00	0
PT-2022-03-01-07	\$22,000.00	0%	\$15,054.17	0%	\$15,054.17	0%	\$0.00	0
PT-2022-01-29-03	\$75,000.00	1%	\$0.00	0%	\$0.00	0%	\$0.00	0
PT-2022-03-06-03	\$26,912.50	0%	\$27,229.64	0%	\$27,229.64	0%	\$0.00	0
PT-2022-03-07-13	\$24,425.00	0%	\$16,939.32	0%	\$16,939.32	0%	\$0.00	0
<b>Police Traffic Services Total</b>	<b>\$1,982,045.40</b>	<b>22%</b>	<b>\$493,360.30</b>	<b>3%</b>	<b>\$493,360.30</b>	<b>6%</b>	<b>\$0.00</b>	<b>0</b>
<b>Traffic Records</b>								
TR-2022-07-01-00	\$125,546.00	1%	\$0.00	0%	\$0.00	0%	\$0.00	0
<b>Traffic Records Total</b>	<b>\$125,546.00</b>	<b>1%</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$0.00</b>	<b>0</b>
<b>Accident Investigation</b>								
AI-2022-01-01-10	\$44,000.00	0%	\$135,599.41	1%	\$135,599.41	2%	\$0.00	0
AI-2022-05-02-04	\$94,600.00	1%	\$0.00	0%	\$0.00	0%	\$0.00	0
<b>Accident Investigation Total</b>	<b>\$138,600.00</b>	<b>2%</b>	<b>\$135,599.41</b>	<b>1%</b>	<b>\$135,599.41</b>	<b>2%</b>	<b>\$0.00</b>	<b>0</b>
<b>Railroad/Highway Crossings</b>								
RH-2022-02-02-06	\$39,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0
RH-2022-02-01-18	\$62,000.00	1%	\$14,354.62	0%	\$14,354.62	0%	\$0.00	0
<b>Railroad/Highway Crossings Total</b>	<b>\$101,000.00</b>	<b>1%</b>	<b>\$14,354.62</b>	<b>0%</b>	<b>\$14,354.62</b>	<b>0%</b>	<b>\$0.00</b>	<b>0</b>
<b>Speed Enforcement</b>								
SE-2022-07-04-00	\$37,963.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0
SE-2022-03-03-03	\$74,173.00	1%	\$9,693.10	0%	\$9,693.10	0%	\$0.00	0
SE-2022-03-02-02	\$21,843.00	0%	\$3,138.78	0%	\$3,138.78	0%	\$0.00	0
SE-2022-03-01-19	\$35,570.00	0%	\$1,414.67	0%	\$1,414.67	0%	\$0.00	0
<b>Speed Enforcement Total</b>	<b>\$169,549.00</b>	<b>2%</b>	<b>\$14,246.55</b>	<b>0%</b>	<b>\$14,246.55</b>	<b>0%</b>	<b>\$0.00</b>	<b>0</b>

***Paid Advertising***

PM-2022-02-04-06	\$200,000.00	2%	\$ .00	0%	\$ .00	0%	\$ .00	0
PM-2022-02-03-03	\$95,000.00	1%	\$95,000.00	1%	\$95,000.00	1%	\$ .00	0
PM-2022-02-02-03	\$95,000.00	1%	\$77,900.00	1%	\$77,900.00	1%	\$ .00	0
PM-2022-02-01-00	\$100,000.00	1%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>Paid Advertising Total</b>	<b>\$490,000.00</b>	<b>5%</b>	<b>\$172,900.00</b>	<b>1%</b>	<b>\$172,900.00</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>

***Teen Safety Program***

TSP-2022-02-03-03	\$35,000.00	0%	\$ .00	0%	\$ .00	0%	\$ .00	0
TSP-2022-01-01-08	\$98,223.12	1%	\$22,200.84	0%	\$22,200.84	0%	\$ .00	0
TSP-2022-02-02-08	\$165,864.82	2%	\$121,565.33	1%	\$121,565.33	2%	\$ .00	0
<b>Teen Safety Program Total</b>	<b>\$299,087.94</b>	<b>3%</b>	<b>\$143,766.17</b>	<b>1%</b>	<b>\$143,766.17</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>

<b>FAST Act NHTSA 402 Total</b>	<b>\$5,457,125.01</b>	<b>60%</b>	<b>\$2,143,654.69</b>	<b>14%</b>	<b>100%</b>	<b>\$2,143,654.69</b>	<b>27%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
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***FAST Act 405b OP Low***

***405b Low HVE***

M2HVE-2022-03-01-16	\$374,595.00	4%	\$239,387.79	2%	\$239,387.79	3%	\$ .00	0
<b>405b Low HVE Total</b>	<b>\$374,595.00</b>	<b>4%</b>	<b>\$239,387.79</b>	<b>2%</b>	<b>\$239,387.79</b>	<b>3%</b>	<b>\$ .00</b>	<b>0</b>

***405b Low Training***

M2TR-2022-02-01-24	\$28,750.00	0%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405b Low Training Total</b>	<b>\$28,750.00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

***405b Low Public Education***

M2PE-2022-02-01-06	\$125,000.00	1%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405b Low Public Education Total</b>	<b>\$125,000.00</b>	<b>1%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

***405b Low Community CPS Services***

M2CPS-2022-02-01-24	\$179,011.27	2%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405b Low Community CPS Services Total</b>	<b>\$179,011.27</b>	<b>2%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

***405b Low CSS Purchase/Distribution***

M2CSS-2022-00-00-00	\$18,000.00	0%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405b Low CSS Purchase/Distribution Total</b>	<b>\$18,000.00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

***405b OP Low***

M2X-2022-06-02-00	\$92,287.00	1%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405b OP Low Total</b>	<b>\$92,287.00</b>	<b>1%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

<b>FAST Act 405b OP Low Total</b>	<b>\$817,643.27</b>	<b>9%</b>	<b>\$239,387.79</b>	<b>2%</b>	<b>100%</b>	<b>\$239,387.79</b>	<b>3%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
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***FAST Act 405c Data Program***

***405c Data Program***

M3DA-2022-00-00-00	\$ .00	0%	\$1,092,629.12	7%	\$ .00	0%	\$1,092,629.12	*
M3DA-2022-05-01-03	\$ .00	0%	\$75,690.00	1%	\$75,690.00	1%	\$ .00	0
M3DA-2022-07-02-00	\$ .00	0%	\$90,379.76	1%	\$90,379.76	1%	\$ .00	0
M3DA-2022-05-04-01	\$ .00	0%	\$95,000.00	1%	\$95,000.00	1%	\$ .00	0
M3DA-2022-06-05-15	\$ .00	0%	\$145,485.76	1%	\$145,485.76	2%	\$ .00	0
<b>405c Data Program Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$1,499,184.64</b>	<b>10%</b>	<b>\$406,555.52</b>	<b>5%</b>	<b>\$1,092,629.12</b>	<b>32</b>

<b>FAST Act 405c Data Program Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$1,499,184.64</b>	<b>10%</b>	<b>100%</b>	<b>\$406,555.52</b>	<b>5%</b>	<b>\$1,092,629.12</b>	<b>32</b>	<b>\$ .00</b>
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***FAST Act 405d Impaired Driving Mid***

**405d Mid HVE**

M5HVE-2022-03-01-16	\$788,048.00	9%	\$432,868.26	3%	\$432,868.26	6%	\$ .00	0
M5HVE-2022-03-02-16	\$146,302.88	2%	\$141,877.93	1%	\$141,877.93	2%	\$ .00	0
<b>405d Mid HVE Total</b>	<b>\$934,350.88</b>	<b>10%</b>	<b>\$574,746.19</b>	<b>4%</b>	<b>\$574,746.19</b>	<b>7%</b>	<b>\$ .00</b>	<b>0</b>

**405d Mid Court Support**

M5CS-2022-02-01-04	\$59,964.00	1%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405d Mid Court Support Total</b>	<b>\$59,964.00</b>	<b>1%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

**405d Mid BAC Testing/Reporting**

M5BAC-2022-02-01-18	\$152,800.00	2%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405d Mid BAC Testing/Reporting Total</b>	<b>\$152,800.00</b>	<b>2%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

**405d Mid Paid/Earned Media**

M5PEM-2022-02-04-02	\$30,000.00	0%	\$ .00	0%	\$ .00	0%	\$ .00	0
M5PEM-2022-02-06-06	\$40,000.00	0%	\$ .00	0%	\$ .00	0%	\$ .00	0
M5PEM-2022-02-05-06	\$650,000.00	7%	\$ .00	0%	\$ .00	0%	\$ .00	0
M5PEM-2022-02-03-03	\$57,000.00	1%	\$ .00	0%	\$ .00	0%	\$ .00	0
M5PEM-2022-02-02-01	\$35,000.00	0%	\$ .00	0%	\$ .00	0%	\$ .00	0
M5PEM-2022-02-01-04	\$80,000.00	1%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405d Mid Paid/Earned Media Total</b>	<b>\$892,000.00</b>	<b>10%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

**405d Mid Training**

M5TR-2022-02-02-06	\$121,945.22	1%	\$30,501.23	0%	\$30,501.23	0%	\$ .00	0
M5TR-2022-05-01-08	\$67,200.00	1%	\$47,984.37	0%	\$47,984.37	1%	\$ .00	0
M5TR-2022-03-03-19	\$194,499.00	2%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405d Mid Training Total</b>	<b>\$383,644.22</b>	<b>4%</b>	<b>\$78,485.60</b>	<b>1%</b>	<b>\$78,485.60</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>

**405d Impaired Driving Mid**

M5X-2022-05-01-14	\$252,897.28	3%	\$105,679.78	1%	\$105,679.78	1%	\$ .00	0
<b>405d Impaired Driving Mid Total</b>	<b>\$252,897.28</b>	<b>3%</b>	<b>\$105,679.78</b>	<b>1%</b>	<b>\$105,679.78</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>

<b>FAST Act 405d Impaired Driving Mid Total</b>	<b>\$2,675,656.38</b>	<b>30%</b>	<b>\$758,911.57</b>	<b>5%</b>	<b>100%</b>	<b>\$758,911.57</b>	<b>10%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
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**FAST Act 405f Motorcycle Safety Programs**

**405f Safety Motorcyclist Awareness**

M11MA-2022-02-02-06	\$75,000.00	1%	\$1,399.41	0%	\$1,399.41	0%	\$ .00	0
M11MA-2022-02-01-03	\$5,000.00	0%	\$ .00	0%	\$ .00	0%	\$ .00	0
<b>405f Safety Motorcyclist Awareness Total</b>	<b>\$80,000.00</b>	<b>1%</b>	<b>\$1,399.41</b>	<b>0%</b>	<b>\$1,399.41</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

<b>FAST Act 405f Motorcycle Safety Programs Total</b>	<b>\$80,000.00</b>	<b>1%</b>	<b>\$1,399.41</b>	<b>0%</b>	<b>100%</b>	<b>\$1,399.41</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
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**BIL NHTSA 402**

**Planning and Administration**

PA-2022-07-01-00	\$ .00	0%	\$152,592.78	1%	\$152,592.78	2%	\$ .00	0
<b>Planning and Administration Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$152,592.78</b>	<b>1%</b>	<b>\$152,592.78</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>

**Alcohol**

AL-2022-03-03-16	\$ .00	0%	\$77,931.69	1%	\$77,931.69	1%	\$ .00	0
<b>Alcohol Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$77,931.69</b>	<b>1%</b>	<b>\$77,931.69</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>

**Occupant Protection**

OP-2022-03-02-18	\$ .00	0%	\$20,034.51	0%	\$20,034.51	0%	\$ .00	0
OP-2022-03-03-16	\$ .00	0%	\$3,731,314.47	25%	\$163,793.15	2%	\$3,567,521.32	*

<b>Occupant Protection Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$3,751,348.98</b>	<b>25%</b>	<b>\$183,827.66</b>	<b>2%</b>	<b>\$3,567,521.32</b>	<b>233</b>
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**Pedestrian/Bicycle Safety**

PS-2022-02-03-24	\$ .00	0%	\$22,890.32	0%	\$22,890.32	0%	\$ .00	0
PS-2022-04-01-02	\$ .00	0%	\$25,195.34	0%	\$25,195.34	0%	\$ .00	0
PS-2022-04-02-08	\$ .00	0%	\$37,497.59	0%	\$37,497.59	0%	\$ .00	0

<b>Pedestrian/Bicycle Safety Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$85,583.25</b>	<b>1%</b>	<b>\$85,583.25</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>
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**Police Traffic Services**

PT-2022-03-14-09	\$ .00	0%	\$5,494.82	0%	\$5,494.82	0%	\$ .00	0
PT-2022-03-05-05	\$ .00	0%	\$5,349.24	0%	\$5,349.24	0%	\$ .00	0
PT-2022-03-06-03	\$ .00	0%	\$3,170.57	0%	\$3,170.57	0%	\$ .00	0
PT-2022-03-11-19	\$ .00	0%	\$15,266.78	0%	\$15,266.78	0%	\$ .00	0
PT-2022-03-13-06	\$ .00	0%	\$5,052.36	0%	\$5,052.36	0%	\$ .00	0
PT-2022-03-23-12	\$ .00	0%	\$19,011.01	0%	\$19,011.01	0%	\$ .00	0
PT-2022-03-24-04	\$ .00	0%	\$142,000.00	1%	\$142,000.00	2%	\$ .00	0
PT-2022-03-15-13	\$ .00	0%	\$36,384.32	0%	\$36,384.32	0%	\$ .00	0
PT-2022-03-18-01	\$ .00	0%	\$4,433.42	0%	\$4,433.42	0%	\$ .00	0
PT-2022-03-19-14	\$ .00	0%	\$9,699.16	0%	\$9,699.16	0%	\$ .00	0
PT-2022-03-20-15	\$ .00	0%	\$216,584.56	1%	\$216,584.56	3%	\$ .00	0
PT-2022-03-21-04	\$ .00	0%	\$20,447.04	0%	\$20,447.04	0%	\$ .00	0
PT-2022-03-22-17	\$ .00	0%	\$42,380.52	0%	\$42,380.52	1%	\$ .00	0
PT-2022-03-25-10	\$ .00	0%	\$16,701.83	0%	\$16,701.83	0%	\$ .00	0
PT-2022-03-26-16	\$ .00	0%	\$18,815.08	0%	\$18,815.08	0%	\$ .00	0
PT-2022-03-27-15	\$ .00	0%	\$74,571.54	1%	\$74,571.54	1%	\$ .00	0
PT-2022-03-28-15	\$ .00	0%	\$21,092.59	0%	\$21,092.59	0%	\$ .00	0
PT-2022-07-30-00	\$ .00	0%	\$220,426.95	1%	\$220,426.95	3%	\$ .00	0
PT-2022-03-02-08	\$ .00	0%	\$17,161.39	0%	\$17,161.39	0%	\$ .00	0
PT-2022-03-03-21	\$ .00	0%	\$9,017.00	0%	\$9,017.00	0%	\$ .00	0
PT-2022-01-29-03	\$ .00	0%	\$114,823.41	1%	\$114,823.41	1%	\$ .00	0
PT-2022-03-01-07	\$ .00	0%	\$1,305.09	0%	\$1,305.09	0%	\$ .00	0
PT-2022-03-04-22	\$ .00	0%	\$483.67	0%	\$483.67	0%	\$ .00	0

<b>Police Traffic Services Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$1,019,672.35</b>	<b>7%</b>	<b>\$1,019,672.35</b>	<b>13%</b>	<b>\$ .00</b>	<b>0</b>
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**Traffic Records**

TR-2022-07-01-00	\$ .00	0%	\$1,024.35	0%	\$1,024.35	0%	\$ .00	0
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<b>Traffic Records Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$1,024.35</b>	<b>0%</b>	<b>\$1,024.35</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>
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**Railroad/Highway Crossings**

RH-2022-02-01-18	\$ .00	0%	\$35,338.50	0%	\$35,338.50	0%	\$ .00	0
RH-2022-02-02-06	\$ .00	0%	\$34,362.35	0%	\$34,362.35	0%	\$ .00	0

<b>Railroad/Highway Crossings Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$69,700.85</b>	<b>0%</b>	<b>\$69,700.85</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>
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**Speed Enforcement**

SE-2022-03-01-19	\$ .00	0%	\$34,001.67	0%	\$34,001.67	0%	\$ .00	0
SE-2022-03-02-02	\$ .00	0%	\$10,704.22	0%	\$10,704.22	0%	\$ .00	0



<b>Speed Enforcement Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$44,705.89</b>	<b>0%</b>	<b>\$44,705.89</b>	<b>1%</b>	<b>\$0.00</b>	<b>0</b>	
<b><i>Paid Advertising</i></b>									
PM-2022-02-02-03	\$0.00	0%	\$17,100.00	0%	\$17,100.00	0%	\$0.00	0	
PM-2022-02-04-06	\$0.00	0%	\$171,712.28	1%	\$171,712.28	2%	\$0.00	0	
<b>Paid Advertising Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$188,812.28</b>	<b>1%</b>	<b>\$188,812.28</b>	<b>2%</b>	<b>\$0.00</b>	<b>0</b>	
<b><i>Teen Safety Program</i></b>									
TSP-2022-02-03-03	\$0.00	0%	\$33,000.00	0%	\$33,000.00	0%	\$0.00	0	
TSP-2022-01-01-08	\$0.00	0%	\$66,178.04	0%	\$66,178.04	1%	\$0.00	0	
TSP-2022-02-02-08	\$0.00	0%	\$60,472.07	0%	\$60,472.07	1%	\$0.00	0	
<b>Teen Safety Program Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$159,650.11</b>	<b>1%</b>	<b>\$159,650.11</b>	<b>2%</b>	<b>\$0.00</b>	<b>0</b>	
<b><i>BIL NHTSA 402 Total</i></b>	<b>\$0.00</b>	<b>0%</b>	<b>\$5,551,022.53</b>	<b>37%</b>	<b>0% \$1,983,501.21</b>	<b>25%</b>	<b>\$3,567,521.32</b>	<b>22</b>	<b>\$0.00</b>
<b><i>BIL 405b OP Low</i></b>									
<b><i>405b Low HVE</i></b>									
M2HVE-2022-03-01-16	\$0.00	0%	\$310,991.11	2%	\$16,404.58	0%	\$294,586.53	*	
<b>405b Low HVE Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$310,991.11</b>	<b>2%</b>	<b>\$16,404.58</b>	<b>0%</b>	<b>\$294,586.53</b>	<b>215</b>	
<b><i>405b Low Training</i></b>									
M2TR-2022-02-01-24	\$0.00	0%	\$26,236.84	0%	\$26,236.84	0%	\$0.00	0	
<b>405b Low Training Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$26,236.84</b>	<b>0%</b>	<b>\$26,236.84</b>	<b>0%</b>	<b>\$0.00</b>	<b>0</b>	
<b><i>405b Low Public Education</i></b>									
M2PE-2022-02-01-06	\$0.00	0%	\$116,621.91	1%	\$116,621.91	1%	\$0.00	0	
<b>405b Low Public Education Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$116,621.91</b>	<b>1%</b>	<b>\$116,621.91</b>	<b>1%</b>	<b>\$0.00</b>	<b>0</b>	
<b><i>405b Low Community CPS Services</i></b>									
M2CPS-2022-02-01-24	\$0.00	0%	\$133,028.90	1%	\$133,028.90	2%	\$0.00	0	
<b>405b Low Community CPS Services Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$133,028.90</b>	<b>1%</b>	<b>\$133,028.90</b>	<b>2%</b>	<b>\$0.00</b>	<b>0</b>	
<b><i>405b Low CSS Purchase/Distribution</i></b>									
M2CSS-2022-02-01-24	\$0.00	0%	\$18,000.00	0%	\$18,000.00	0%	\$0.00	0	
<b>405b Low CSS Purchase/Distribution Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$18,000.00</b>	<b>0%</b>	<b>\$18,000.00</b>	<b>0%</b>	<b>\$0.00</b>	<b>0</b>	
<b><i>405b OP Low</i></b>									
M2X-2022-06-02-00	\$0.00	0%	\$73,267.06	0%	\$73,267.06	1%	\$0.00	0	
<b>405b OP Low Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$73,267.06</b>	<b>0%</b>	<b>\$73,267.06</b>	<b>1%</b>	<b>\$0.00</b>	<b>0</b>	
<b><i>BIL 405b OP Low Total</i></b>	<b>\$0.00</b>	<b>0%</b>	<b>\$678,145.82</b>	<b>5%</b>	<b>0% \$383,559.29</b>	<b>5%</b>	<b>\$294,586.53</b>	<b>9</b>	<b>\$0.00</b>
<b><i>BIL 405c Data Program</i></b>									
<b><i>405c Data Program</i></b>									
M3DA-2022-00-00-00	\$0.00	0%	\$783,052.45	5%	\$0.00	0%	\$783,052.45	*	
<b>405c Data Program Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$783,052.45</b>	<b>5%</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$783,052.45</b>	<b>*</b>	
<b><i>BIL 405c Data Program Total</i></b>	<b>\$0.00</b>	<b>0%</b>	<b>\$783,052.45</b>	<b>5%</b>	<b>0% \$0.00</b>	<b>0%</b>	<b>\$783,052.45</b>	<b>*</b>	<b>\$0.00</b>
<b><i>BIL 405d Impaired Driving Mid</i></b>									
<b><i>405d Mid HVE</i></b>									
M5HVE-2022-03-02-16	\$0.00	0%	\$1,593,622.86	11%	\$187,743.80	2%	\$1,405,879.06	*	
<b>405d Mid HVE Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$1,593,622.86</b>	<b>11%</b>	<b>\$187,743.80</b>	<b>2%</b>	<b>\$1,405,879.06</b>	<b>90</b>	
<b><i>405d Mid Court Support</i></b>									
M5CS-2022-02-01-04	\$0.00	0%	\$36,707.61	0%	\$36,707.61	0%	\$0.00	0	
<b>405d Mid Court Support Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$36,707.61</b>	<b>0%</b>	<b>\$36,707.61</b>	<b>0%</b>	<b>\$0.00</b>	<b>0</b>	

**405d Mid BAC Testing/Reporting**

M5BAC-2022-02-01-18	\$ .00	0%	\$90,687.08	1%	\$90,687.08	1%	\$ .00	0
<b>405d Mid BAC Testing/Reporting Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$90,687.08</b>	<b>1%</b>	<b>\$90,687.08</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>

**405d Mid Paid/Earned Media**

M5PEM-2022-02-01-04	\$ .00	0%	\$90,000.00	1%	\$90,000.00	1%	\$ .00	0
M5PEM-2022-02-02-01	\$ .00	0%	\$39,950.00	0%	\$39,950.00	1%	\$ .00	0
M5PEM-2022-02-05-06	\$ .00	0%	\$622,851.15	4%	\$622,851.15	8%	\$ .00	0
M5PEM-2022-02-03-03	\$ .00	0%	\$54,000.00	0%	\$54,000.00	1%	\$ .00	0
<b>405d Mid Paid/Earned Media Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$806,801.15</b>	<b>5%</b>	<b>\$806,801.15</b>	<b>10%</b>	<b>\$ .00</b>	<b>0</b>

**405d Mid Training**

M5TR-2022-02-02-06	\$ .00	0%	\$51,820.91	0%	\$51,820.91	1%	\$ .00	0
<b>405d Mid Training Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$51,820.91</b>	<b>0%</b>	<b>\$51,820.91</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>

**405d Impaired Driving Mid**

M5X-2022-05-01-14	\$ .00	0%	\$105,621.36	1%	\$105,621.36	1%	\$ .00	0
<b>405d Impaired Driving Mid Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$105,621.36</b>	<b>1%</b>	<b>\$105,621.36</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>

<b>BIL 405d Impaired Driving Mid Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$2,685,260.97</b>	<b>18%</b>	<b>0%</b>	<b>\$1,279,381.91</b>	<b>16%</b>	<b>\$1,405,879.06</b>	<b>13</b>	<b>\$ .00</b>
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**BIL 405f Motorcycle Safety Programs**

**405f Safety Motorcyclist Awareness**

M11MA-2022-02-01-03	\$ .00	0%	\$5,000.00	0%	\$5,000.00	0%	\$ .00	0
M11MA-2022-02-02-06	\$ .00	0%	\$78,906.33	1%	\$63,427.60	1%	\$15,478.73	*
<b>405f Safety Motorcyclist Awareness Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$83,906.33</b>	<b>1%</b>	<b>\$68,427.60</b>	<b>1%</b>	<b>\$15,478.73</b>	<b>3</b>

<b>BIL 405f Motorcycle Safety Programs Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$83,906.33</b>	<b>1%</b>	<b>0%</b>	<b>\$68,427.60</b>	<b>1%</b>	<b>\$15,478.73</b>	<b>3</b>	<b>\$ .00</b>
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**SUPPLEMENTAL BIL NHTSA 402**

**Planning and Administration**

PA-2022-07-01-00	\$ .00	0%	\$46,526.00	0%	\$46,526.00	1%	\$ .00	0
<b>Planning and Administration Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$46,526.00</b>	<b>0%</b>	<b>\$46,526.00</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>

**Alcohol**

AL-2022-03-01-19	\$ .00	0%	\$10,959.66	0%	\$10,959.66	0%	\$ .00	0
AL-2022-03-02-18	\$ .00	0%	\$11,466.85	0%	\$11,466.85	0%	\$ .00	0
<b>Alcohol Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$22,426.51</b>	<b>0%</b>	<b>\$22,426.51</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>

**Occupant Protection**

OP-2022-03-03-16	\$ .00	0%	\$137,434.89	1%	\$137,434.89	2%	\$ .00	0
<b>Occupant Protection Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$137,434.89</b>	<b>1%</b>	<b>\$137,434.89</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>

**Police Traffic Services**

PT-2022-03-07-13	\$ .00	0%	\$6,974.90	0%	\$6,974.90	0%	\$ .00	0
PT-2022-03-08-02	\$ .00	0%	\$900.34	0%	\$900.34	0%	\$ .00	0
PT-2022-03-09-02	\$ .00	0%	\$816.00	0%	\$816.00	0%	\$ .00	0
PT-2022-03-12-18	\$ .00	0%	\$23,819.13	0%	\$23,819.13	0%	\$ .00	0
PT-2022-03-14-09	\$ .00	0%	\$1,283.19	0%	\$1,283.19	0%	\$ .00	0
PT-2022-03-15-13	\$ .00	0%	\$18,194.68	0%	\$18,194.68	0%	\$ .00	0

PT-2022-03-16-02	\$ .00	0%	\$10,098.05	0%	\$10,098.05	0%	\$ .00	0		
PT-2022-03-17-19	\$ .00	0%	\$19,503.41	0%	\$19,503.41	0%	\$ .00	0		
<b>Police Traffic Services Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$81,589.70</b>	<b>1%</b>	<b>\$81,589.70</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>		
<b>Speed Enforcement</b>										
SE-2022-03-03-03	\$ .00	0%	\$23,383.46	0%	\$23,383.46	0%	\$ .00	0		
<b>Speed Enforcement Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$23,383.46</b>	<b>0%</b>	<b>\$23,383.46</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>		
<b>SUPPLEMENTAL BIL NHTSA 402 Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$311,360.56</b>	<b>2%</b>	<b>0%</b>	<b>\$311,360.56</b>	<b>4%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405b OP Low</b>										
<b>405b Low HVE</b>										
M2HVE-2022-03-01-16	\$ .00	0%	\$42,307.67	0%	\$42,307.67	1%	\$ .00	0		
<b>405b Low HVE Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$42,307.67</b>	<b>0%</b>	<b>\$42,307.67</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>		
<b>405b Low Public Education</b>										
M2PE-2022-02-01-06	\$ .00	0%	\$2,028.75	0%	\$2,028.75	0%	\$ .00	0		
<b>405b Low Public Education Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$2,028.75</b>	<b>0%</b>	<b>\$2,028.75</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>		
<b>SUPPLEMENTAL BIL 405b OP Low Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$44,336.42</b>	<b>0%</b>	<b>0%</b>	<b>\$44,336.42</b>	<b>1%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405c Data Program</b>										
<b>405c Data Program</b>										
M3DA-2022-00-00-00	\$ .00	0%	\$51,195.10	0%	\$ .00	0%	\$51,195.10	*		
<b>405c Data Program Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$51,195.10</b>	<b>0%</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$51,195.10</b>	<b>*</b>		
<b>SUPPLEMENTAL BIL 405c Data Program Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$51,195.10</b>	<b>0%</b>	<b>0%</b>	<b>\$ .00</b>	<b>\$51,195.10</b>	<b>*</b>	<b>\$ .00</b>	
<b>SUPPLEMENTAL BIL 405d Impaired Driving Mid</b>										
<b>405d Mid HVE</b>										
M5HVE-2022-03-02-16	\$ .00	0%	\$16,044.05	0%	\$16,044.05	0%	\$ .00	0		
M5HVE-2022-03-01-16	\$ .00	0%	\$160,013.64	1%	\$160,013.64	2%	\$ .00	0		
<b>405d Mid HVE Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$176,057.69</b>	<b>1%</b>	<b>\$176,057.69</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>		
<b>SUPPLEMENTAL BIL 405d Impaired Driving Mid Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$176,057.69</b>	<b>1%</b>	<b>0%</b>	<b>\$176,057.69</b>	<b>2%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL 405f Motorcycle Safety Programs</b>										
<b>405f Safety Motorcyclist Awareness</b>										
M11MA-2022-02-02-06	\$ .00	0%	\$5,485.70	0%	\$5,485.70	0%	\$ .00	0		
<b>405f Safety Motorcyclist Awareness Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$5,485.70</b>	<b>0%</b>	<b>\$5,485.70</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>		
<b>SUPPLEMENTAL BIL 405f Motorcycle Safety Programs Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$5,485.70</b>	<b>0%</b>	<b>0%</b>	<b>\$5,485.70</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>NHTSA Total</b>	<b>\$9,030,424.66</b>	<b>100%</b>	<b>\$15,012,361.67</b>	<b>100%</b>	<b>\$7,802,019.36</b>	<b>100%</b>	<b>\$7,210,342.31</b>	<b>11</b>		
<b>Total</b>	<b>\$9,030,424.66</b>	<b>100%</b>	<b>\$15,012,361.67</b>	<b>100%</b>	<b>\$7,802,019.36</b>	<b>100%</b>	<b>\$7,210,342.31</b>	<b>11</b>		

\* Indicates programs that have no expenditures within 12 months before the date of this report - estimated months to liquidate cannot be calculated.