



FY2023
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) 2023 - from October 1, 2022, through September 30, 2023. 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 Fiscal Year (FY) 2021. 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

The report meets the requirements outlined in 23 CFR Part 1300.35 to submit an Annual Report within 120 days after the end of the fiscal year.

The passage of the Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL) signed into law on November 15, 2021, increased NHTSA's annual budget by more than 50% unfortunately Highway Safety Grant Programs only received a 9.8% annual increase. Based upon the current inflation rate and the fact that many of the Section 405 (National Priority Safety Programs) are funded on a percentage of the funding each State received in 402 (State and Community Highway Safety Grant Program) from 2009, States have less purchasing power than the previous year. The amount of funds that NHTSA appropriated for their administrative requirements exceeds the 9.8% allocated to the Highway Safety Grant Program.

Although the IIJA was signed into law on November 15, 2021, the Notice of Proposed Rulemaking was not published until September 15, 2022 with the CFR published March 08, 2023. Most, if not all, States request grant proposals in January for the beginning of the following FY. NHTSA had 16 months to write and publish rules only giving the States less than 6 months to react to these changes and implement them. NHTSA also required compliance with many changes to include public engagement requirements stating "Congress recognized the need to allow States time to ramp up their efforts in this and other areas of the new grant programs, and so delayed the start of the new requirements for almost two years after enactment. This delay provided States ample time to prepare for needed adjustments, and NHTSA is not able to waive the statutory directive". However, NHTSA used 16 months of that time to write the rules that States are required to follow in order to implement the law. The NHTSA rule making process strays greatly in many areas from how the IIJA is written and severely restricts States ability to deliver programs based upon the intent of the IIJA. If States followed the IIJA as written, then whatever work they may have done would not meet the regulations that were written over 16 months of the delayed implementation.

Although NHTSA claims they cannot "waive statutory requirements" for States they appear to be able to waive these requirements for their own purposes. Public Law 117-58 on 135 STAT. 791 states "The Secretary shall review and approve or disapprove an annual grant application under this paragraph by not later than 60 days after the date of submission of the application." NHTSA does not start the 60-day requirement until August 1 each year. This causes a significant issue for States in completing funding requirements that must be implemented by OCT 1 each year so that recipients can begin their grants at the beginning of the Fiscal Year. The NHTSA Deputy Director said they "don't have time" to meet this statutory requirement, so they essentially are "waiving statutory requirements" due to not having enough time.

There is no reference in PL 117-58 or in 23 CFR 1300 on how states are supposed to fund Public Participation and Engagement efforts. In the Final Rule NHTSA said, “However, as a general matter, States may use NHTSA grant funds for costs associated with public participation and engagement activities, including activities required to plan and conduct public engagement required for submission of the triennial HSP. Any such costs are Planning and Administration costs and are subject to the allowance for such costs as laid out in 23CFR1300.13(a).” This section states, “P&A costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency.” Triennial HSP engagement planning, Triennial HSP engagement outcomes, and Ongoing engagement planning all loosely fit under “management of the Highway Safety Agency”. However, supporting, staffing, executing, gathering data, outreach efforts and conducting engagement opportunities are not planning expenses they are direct expenditures in support of programs. There is not a code in GTS for annotating public engagement and participation expenditures. States want to conduct these engagements, but NHTSA has drastically limited our ability to do this. We were told by the Deputy Director that NHTSA increased the percentage allowed for P&A to pay for PP&E costs. P&A allowance under the FAST ACT was 13% and under BIL it is 18%. FAST ACT was passed in 2015. According to the U.S. Bureau of Labor Statistics CPI calculator the purchasing power of \$1.00 in 2015 now costs \$1.31 which is about 9%. NHTSA only gave the States an increase of 5% so in terms of real purchasing the increase did not keep up with inflation since 2015. States are being asked to do more with less.

The IIJA has provided States with more flexibility and expanded our ability to address more areas with the Highway Safety Grant Program Funds that we are entrusted with. The interpretation of the IIJA and the additional burden of NHTSA rulemaking continues to limit States abilities to deliver quantifiable and effective Highway Safety Programs. We look forward to continuing to work with NHTSA on reducing fatalities and injuries to make the roadways safer for everyone.

Sincerely,

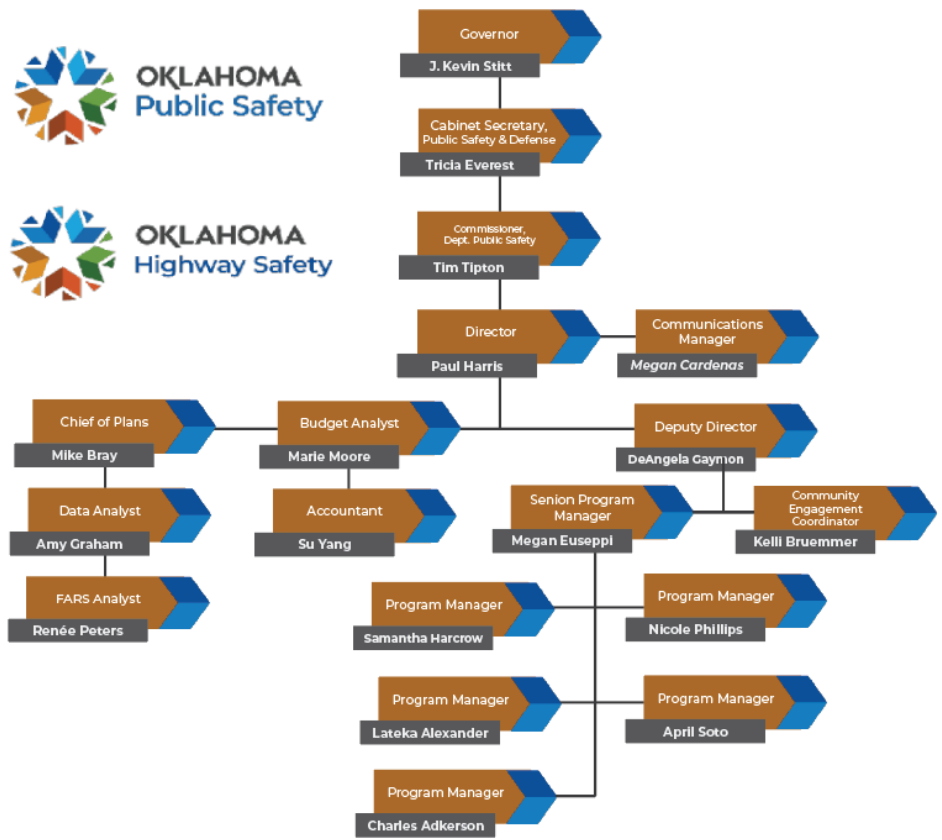
Paul Harris

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 Manager
- Community Engagement Coordinator
- Accountant
- Communications Manager
- Five (5) Program Managers
- 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 638 in 2019 to 684 in 2023.

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 2023 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 the highest fatality rate programmatic area to help mitigate fatalities crashes in the FY25 Adjusted Triennial Highway Safety Plan. The 5-year rolling average is trending upward.

C-2 Number Serious (A) Injuries

Target C-2: To decrease the number of Serious (A) injuries from 2230 in 2019 to 2070 in 2023.

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 2023 to evaluate whether this target will be met. The 5-year rolling average is trending downward.

C-3 Fatality Rates

Target C-3: To limit the increase in the Total Fatalities per 100M VMT Rate, from 1.4 in 2019 to 1.59 in 2023.

It appears that Oklahoma will meet the 2023 target of 1.59 Fatality Rate based on the preliminary Oklahoma data. FARS data for 2022 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 208 in 2019 to 171 in 2023.

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 2023 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 FY25 Adjusted Triennial 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 limit the projected increase of the number of fatalities involving a driver/operator .08 or more BAC from 156 in 2019 to 164 in 2023.

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 2023 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 FY25 Adjusted Triennial Highway Safety Plan. The 3-year rolling average remains somewhat static.

C-6 Speed-related Fatalities

Target C-6: To limit the projected increase of the number of speed-related fatalities from 128 in 2019 to 151 in 2023.

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 2023 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 FY25 Adjusted Triennial Highway Safety Plan. The 3-year rolling average is trending upward.

C-7 Motorcyclist Fatalities

Target C-6: To limit the projected increase of the number of speed-related fatalities from 128 in 2019 to 151 in 2023.

FARS data for 2020 showed a significant decrease, 63, which is a 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 2023 to evaluate whether this target will be met.

C-8 Unhelmeted Motorcycle Fatalities

Target C-8: To limit the projected increase of the number of unhelmeted motorcycle fatalities from 38 in 2019 to 41 in 2023.

Finalized Oklahoma 2021 data, shows an increase from 2020, 53; however, the OHSO does not have enough preliminary Oklahoma data for 2023 to evaluate whether this target will be met.

C-9 Drivers Aged Under 21 Involved in Fatal Crashes

Target C-9: To limit the project increase of the number of drivers under the age of 21 involved in fatal crashes from 74 in 2019 to 77 in 2023.

Finalized Oklahoma 2021 data shows a slight increase, 95 from FARS 2020. The OHSO does not have enough preliminary Oklahoma data for 2023 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 FY25 Adjusted Triennial Highway Safety Plan. The 3-year rolling average is trending upward.

C-10 Number of Pedestrian Fatalities

Target C-10: To decrease the number of pedestrian fatalities from 85 in 2019 to 78 in 2023.

Finalized Oklahoma 2021 data shows a significant increase, 104, from FARS 2020. The OHSO does not have enough preliminary Oklahoma data for 2023 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 FY25 Adjusted Triennial 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 13 in 2019 to 10 in 2023.

Finalized Oklahoma 2021 data shows an increase, 13, from FARS 2020. The OHSO does not have enough preliminary Oklahoma data for 2023 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 FY25 Adjusted Triennial 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 84.7% in 2019 to 85.8% in 2023.

The 2023 seatbelt use rate of 81.2%, a slight increase from 202280%, which shows Oklahoma did not meet the projected seatbelt use rate. This was the second 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 a projected increase of drug-related fatalities from 223 in 2019 to 283 in 2023.

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 2023 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 FY25 Adjust Triennial 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.

Public Participation and Engagement

Public Participation and Engagement (PPE) efforts were introduced in the Bipartisan Infrastructure Law, the updated transportation act passed by Congress and signed into law by the President on November 15, 2021. 23CFR Part 1300, Chapter III requires PPE efforts be used in the development of the State's highway safety program beginning with FFY2024 Triennial Highway Safety Plan.

For FFY2024, the OHSO developed a PPE strategy through data analysis of the geospatial and sociodemographics in Oklahoma, utilizing the appropriate countermeasure strategies and effective engagement to implement traffic safety programs to meet the goal of reducing the trend of traffic fatalities among the identified over-represented population, Native American teens.

The OHSO, in partnership with Oklahoma Challenge, sought out a solution to reach this over-represented population within the affected community. The Oklahoma Challenge's program is modeled after NHTSA's best practices Peer to Peer Teen Traffic Safety Guide, 2019. Oklahoma Challenge created the school education program '*Traffic Safety Days*', where the focus is narrowed down to the number 1 cause of unintentional death for young people aged 16-24 – traffic crashes. *Traffic Safety Day events* are a 3-part educational event (presentation, booth activities, and outside activities) conducted at selected schools throughout Oklahoma using data analysis to target high-risk communities. They utilize a pre and post event survey to evaluate the effectiveness of their program. The Oklahoma Challenge partners with over 25 local, state, and national organizations, maximizing their reach to ensure the most vulnerable are educated on Teen traffic safety measures, such as distracted driving, seat belt use, and unsafe speed. These risky behaviors are the focus areas of their training curriculum.

In March 2023, Oklahoma Challenge conducted a *Tribal Traffic Safety Day* at the Riverside Indian School, Anadarko, OK, which had over 300 in attendance. During the event, Oklahoma Challenge conducted the 'Youth Traffic Safety Programming for American Indian/Alaskan Native (AI/AN) Populations Focus Group'. The purpose of the focus group was to gather information about how best to serve the AI/AN youth in traffic safety. The goals were to learn about the needs within the community, learn of opportunities and challenges of teen traffic safety intervention, and identify the best ways to communicate with native teen populations. *Oklahoma 3HSP, 2023*. The results

from the focus group identified the need for culturally relevant materials, messaging, and methods of engagement to reach the over-represented affected community of Native American Teens.

For FFY2024, the OHSO partnered with the Muscogee Creek Nation's (MCN) Lighthouse Police Department to further our efforts within the affected community. The MCN Lighthouse Police Department's jurisdiction covers eleven (11) counties within the Muscogee Creek Nation Reservation, with a majority of those counties representing a significant amount of speed related KA (168) crashes for the State in 2021. Thus far, reporting of enforcement activities are 149 written citations in 68 overtime hours worked. The OHSO hope to see a reduction by focusing efforts within the affected community, further reducing the number and severity of traffic crashes for the over-represented community.

Traffic Safety Surveys

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

- Statewide Seat Belt Use Survey – M2X-23-06-01-03
- Statewide Child Restraint Use Survey – M2X-23-06-01-03

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.
- Began the *Workzone Safe* program to raise awareness of work zone safety.
- Public-private partnerships for infrastructure improvements in the area
- Alive @ 25 presentations

Other Notable Events

- *“Trooper Nick Dees Distracted Driving Mobilization”* – This is the third year for this event and participation more than doubled. The mobilization resulted in over 11,400 written citations, of which nearly 1,300 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 forty-three (43) law enforcement agencies received grants for FY23, which included funding for overtime traffic enforcement activities. These efforts resulted in a total of 132,777 citations being issued.

Nationwide Mobilizations



Oklahoma participated in the 2023 *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 FY2023 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 FY2023, 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 1,629 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-23-03-01-17	Impaired Driving Liaison (IDL) Project
M5HVE-22-03-02-16	OHP Impaired Driving Enforcement

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 FY2023, 106 organized ENDUI checkpoints and 80 saturation patrols were conducted throughout the state resulting in 1140 Impaired Driving arrests. During FY2023, 216 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 FY2023, 6102 in-person and digital communications to local agencies to promote interagency cooperation were made. Many of these were made during National traffic safety campaigns to encourage local agencies to participate.

active in participation in training. The project was able to train a total of 26 DREs through a partnership with Oklahoma Sheriff's Association. Given the ongoing staffing shortages, this was viewed as an overall success despite not reaching the goal of 30. Other significant successes include developing further relationships with highway safety personnel and beginning conversations about ways to improve the program and the potential of a full-time position managing the grant activities.

Project Number	Project Title
M5CS-23-02-01-01	MADD Court Monitoring Program Specialist

The court monitors (both staff and volunteers) monitor DUI cases (misdemeanor) in the six appointed counties - Adair, Bryan, Cleveland, Haskell, Oklahoma, and Tulsa. Court monitors are frequently present at various court hearings as cases progress through the judicial system. Pertinent case information is collected while attending court hearings, and through Oklahoma's public record court database (OSCN.net) when court monitors are unable to be present for court proceedings. The data collected is entered into MADD's online National Court Monitoring Database for reporting purposes.

Impaired Driving Local Agency Enforcement Activity

Project Number	Project Title
M5HVE-23-03-01-20	Durant Impaired Driving Enforcement

The above local agency participated in high-visibility impaired driving enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). All PE&I goals for the project were met; however, the enforcement goals were not met due to staffing issues resulting in only 32% of funds execution. Most off-shift overtime was needed to cover normal shifts which resulted in very little grant funded enforcement. The agency had a total of 4 DUI arrests during the grant period.

Impaired Driving Project Not Implemented or Activity Less Than Anticipated

Project Number	Project Title
M5HVE-23-03-01-20	Durant Impaired Driving Enforcement

For reasons stated above - 32% funds execution. 45 grant funded enforcement hours claimed with only 4 Impaired Driving arrests.

Occupant Protection (OP) Program Summary

The results for 2023 Oklahoma State-wide Seat Belt Use Rate survey showed a slight increase from the previous surveyed year, 81.2%, in seat belt use rate; however, the Child Restraint survey from 2023 showed a significant decrease, 87.8%. 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 2023 *Click It or Ticket* national mobilization May 15th thru June 4th, focusing on seat belt use and child restraint use, which resulted in 16,149 contact reports, utilizing 22,675 enforcement hours or .71 contacts per enforcement hour.

Occupant Protection Program Activities

Occupant Protection Statewide Enforcement Activities

Project Number	Project Title
OP-23-03-06-17	OHP Statewide HVE OP Enforcement
OP-23-03-08-17	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 2023 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 13,353 seat belt citations during the grant funded year.

Community-based Child Passenger Safety (CPS) Program Activities

Project Number	Project Title
OP-23-06-03-25 M2CPS-23-06-01-25 M2CPS-23-06-02-25	Safe Kids Oklahoma (SKO) Statewide CPS Program
OP-23-06-04-23 OP-23-06-05-23 M2CPS-23-06-01-23	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.

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

- Checked 2934 child seats for correct installation and use.
- Distributed 2279 car seats for families in-need.
- Sponsored 185 community car seat checkup events.
- Conducted 98 community child seat workshops provided in English and Spanish, reaching 1018 parents and caregivers.
- Conducted 13 technician certification/recertification courses for 181 technicians.

Oklahoma’s recertification rate remained static. The State recertification rate of 51% is higher than the National recertification average of 46.2%.

This year’s Martha Collar was held in conjunction with the national conference - Kidz In Motion, which had 400 attendees for the event and 120 CPS Technicians and Instructors from Oklahoma attended.

Occupant Protection Local Agency Program Activities

Project Number	Project Title
OP-23-03-01-01	Noble County OP 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 agencies issued a total of 928 citations issued, with 65 citations 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 serious injury crashes through increased traffic enforcement in their respective communities, thereby contributing to a reduction in the number of persons killed or seriously 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-nine (39) 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.

PTS

Project Number	Project Title
PT-23-03-01-01	Atoka General Traffic Enforcement
PT-23-03-02-09	Bethany General Traffic Enforcement
PT-23-03-03-22	Bixby General Traffic Enforcement
PT-23-03-04-23	Broken Arrow General Traffic Enforcement
PT-23-03-05-05	Bryan County Traffic Enforcement
PT-23-03-06-04	Caddo County General Traffic Enforcement
PT-23-03-07-14	Calera Traffic Enforcement
PT-23-03-08-03	Choctaw Traffic Enforcement
PT-23-03-09-01	Cleveland County
PT-23-03-10-03	Creek County Traffic Enforcement
PT-23-03-11-08	Del City Traffic Enforcement
PT-23-03-12-01	Drumright General Traffic Enforcement
PT-23-03-13-25	Edmond General Traffic Enforcement
PT-23-03-14-19	Enid Traffic Enforcement
PT-23-03-15-01	Glenpool General Traffic Enforcement
PT-23-03-17-10	Idabel Traffic Enforcement
PT-23-03-18-20	Lawton General Traffic Enforcement
PT-23-03-19-14	McAlester Traffic Enforcement
PT-23-03-20-03	McIntosh County General Traffic Enforcement
PT-23-03-21-20	Midwest City Traffic Enforcement
PT-23-03-22-02	Moore General Traffic Enforcement
PT-23-03-23-15	Norman Traffic Enforcement
Pt-23-03-24-19	Oklahoma City General Traffic Enforcement

PT-23-03-25-16	Oklahoma County General Traffic Enforcement and Education
PT-23-03-26-05	Osage County Traffic Enforcement
PT-23-03-27-01	Pawnee County
PT-23-03-28-13	Pottawatomie County Traffic Enforcement
PT-23-07-30-01	Purcell General Traffic Enforcement
PT-23-03-31-05	Rogers County Traffic Enforcement
PT-23-03-32-11	Sapulpa General Traffic Enforcement
PT-23-03-33-17	Shawnee Traffic Enforcement
PT-23-03-34-16	Tulsa General Traffic Enforcement
PT-23-03-35-16	Tulsa County Traffic Enforcement
PT-23-03-36-01	Tuttle General Traffic Enforcement
PT-23-03-37-01	Verdigris General Traffic Enforcement
PT-23-03-38-04	Wagoner County Traffic Enforcement
PT-23-03-39-01	Warr Acres General Traffic Enforcement
PT-23-03-40-01	Yukon General Traffic Enforcement

The above local agencies issued a total of 85,708 traffic violation citations, of which 41,280 were speed related, 9,894 were for OP, and 468 for DUI.

SE

Project Number	Project Title
SE-23-03-01-01	Newcastle Speed Enforcement
SE-23-03-02-18	Owasso Speed Enforcement

The above local agencies issued a total of 5416 traffic violation citations, of which 4592 were speed related, 138 were for OP, and 3 for DUI.

PTS & SE Projects Not Implemented or Activity Less Than Anticipated

Project Number	Project Title
PT-23-03-23-15	Norman General Traffic Enforcement

The above agency's goals were not met. Staffing was the most significant factor in their inability to pursue goals during the project period.

Milestone 1: 1,032 hours of high visibility enforcement.

Results 1: 44.75 hours

Milestone 2: 2,064 contacts

Results 2: 137 contacts

Milestone 3: 24 PI&E Activities

Results 3: 25 PI&E Activities

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 FY2023 were designed with this end in mind.

Data Systems/Traffic Records Program Activity

Project Number	Project Title
M3DA-23-05-02-01	Traffic Records Consulting Services – Citation Module
M3DA-23-05-03-01	Traffic Records Consulting Services - OCERS

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 adjudication 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). Combining the Oklahoma Crash Electronic Reporting System with a Citation module closes the loop of the crash cycle – crash through adjudication.

Project Number	Project Title
M3DA-23-05-01-17	Advanced Crash Investigation Training

During FFY 23, the Traffic Homicide Unit hosted 3 different crash investigation courses, offering each course twice. These courses were: IPTM's EDR use in Traffic Crash Reconstruction, Forensic Training Groups Human Factors in Crash Investigation, and Forensic Training Groups Pedestrian/Cyclist Crash Investigation. These courses included 152 law enforcement professionals. Additionally, 10 members of the Traffic Homicide Unit gained advanced training in heavy vehicle EDR, and THU offered event data recorder technician training to 16 LEO's with Tulsa PD and OHP THU.

During this period, the Traffic Homicide Unit conducted, or assisted with approximately 356 investigations. 83 of those investigations were assistance to law enforcement partners outside of OHP.

Motorcycle Safety Program Summary

OHSO is assessing the preliminary data for motorcycle safety for 2023. 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-23-01-12-25	Safe Kids Oklahoma Motorcycle Safety Education

Safe Kids Oklahoma (SKO), in partnership with ATV Ride Safe Oklahoma, will provide safety education and outreach to youth and families about the risks associated with riding or operating Off-Highway Vehicles (OHV) including ATVs, UTVs, and ROVs. Funding is provided for a contracted ATV Safety Coordinator, and a contracted staff assistant to provide education and outreach at a minimum of 4 events in FY23. Events may include but are not limited to direct education, safety awareness, and outreach through school-based programs and special events.

Goals Met:

- Hired a bilingual staff member to help reach Spanish speaking families.
- Translated some educational materials into Spanish.
- Continued to build expertise in the OHV team to increase the ability to reach more students in Oklahoma.
- Safe Kids Tulsa Media Day in May reached thousands through broadcast media.
- They offered 12 Rider Courses during the summer to train youth on ATVs.
- The ongoing support from State Farm and the Oklahoma Tourism and Rec Department extended the community outreach with the potential to save more families from the heartache of having a child who is seriously injured or killed by preventable causes.
- Totals for the ATV safety program were 79 events and 30,900 students and adults.

Local Agency Motorcycle Safety Education Activities

Project Number	Project Title
STMC-23-01-02-23	Broken Arrow Motorcycle Safety and Education
STMC-23-01-03-25	Edmond Motorcycle Safety and Education
STMC-23-01-11-16	Tulsa Motorcycle Safety and 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-23-01-04-12	Great Plains Technology Motorcycle Safety and Education
STMC-23-01-06-02	Moore Norman Technology Motorcycle Safety and Education
STMC-23-01-09-11	Southern Motorcycle Safety and Education
STMC-23-01-10-09	Southwest Motorcycle Safety and Education
STMC-23-01-13-07	Western Technology Motorcycle Safety Education
STMC-23-01-07-12	OSU-OKC Motorcycle Safety Education

The above listed community-based grant-funded motorcycle safety and education projects for FY2023 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-23-01-07-12	OSU-OKC Motorcycle Safety Education

OSU-OKC was funded for salary/benefits for RiderCoaches to conduct 3W Basic RiderCourses, 2 Wheel Ready to Ride, 3Wheel Ready to Ride and Introductory Motorcycle Experience Courses. Funding also included funding operational costs and equipment funding for motorcycles.

RiderCoaches have worked 159.5 (35.4%) of the 455 hrs. projected and have conducted 7 (43.8%) of the 16 classes (6- 3WBRC / 5- 2WR2R / 2- 3WR2R / 3- IME) projected for FFY23.

OSU-OKC has expended \$4,600.95 (%) of the \$13,533.00 of the salary/benefits, \$5,142.64 (77.9%) of the \$6,600.00 for regular operational costs (not fuel) for FFY23. 0% of the \$3,454.00 awarded for fuel costs have been expended and 0% of the \$9,000.00 equipment was expended. This is \$9,743.58 (29.9%) of \$32,587.00 awarded for FFY23.

Bicycle/Pedestrian Safety Program Summary

Bicycle/Pedestrian Safety Program Activities

Project Number	Project Title
PS-23-04-02-09	INCOG Pedestrian/Bicyclist Safety Program

Travel with Care Tulsa (TwC) is a multi-faceted "rules of the road" safety campaign with the goal of creating safer streets for all forms of transportation. TwC delivers safety messages through various outreach and education strategies, including social media, public interactive displays, and public art, to name a few. The goal is to decrease bicycle and pedestrian fatalities and crashes in the Tulsa region. The primary focus of this safety campaign is on education. TwC aims to teach drivers to be alert for people along the road, while reminding bicyclists and pedestrians that they have a responsibility as well. TwC hopes that fatalities and serious injuries numbers will decline and stresses the responsibility of everyone to keep each other safe on the road. Compared to last year's campaign, the FY2023 campaign saw significant increases in impressions, reach, engagement, and video views. In FY2022, they had 2,017,142 impressions and this year they had 2,945,043, far surpassing our goal of a 3% increase (46%).

Project Number	Project Title
PS-23-05-01-02	ACOG – <i>Watch for Me OKC</i>

Watch for Me OK is a pedestrian/bicyclist safety awareness campaign that uses messaging on various platforms such as Facebook, Instagram, YouTube, Spotify, and local media such as TV and the web. This messaging is meant to educate and inform people on best practices and choices that can be made to keep themselves and others safe on the road. Campaigns this year included back-to-school and "spring riding season" where we spent a month highlighting specific topics. These initiatives tend to be linked to initiatives going on nationally or regionally. These campaigns are geared towards different demographic groups and towards informing people of issues specific to pedestrians and bicyclists. These campaigns are geared towards different demographic groups and towards informing people of issues specific to pedestrians and bicyclists. These campaigns are geared towards different demographic groups and towards informing people of issues specific to pedestrians and bicyclists. These campaigns are geared towards different demographic groups and towards informing people of issues specific to pedestrians and bicyclists. They implemented Spanish language content to reach those who may not speak English. These Spanish posts have been gaining more and more traction and we are seeing positive increases in the number of views and interactions with our posts. Additionally visits to the Watch for Me OK Spanish website are up.

Project Number	Project Title
PS-23-02-03-25	Safe Kids Oklahoma Bicycle/Pedestrian Safety Program

This program is in the second year of its implementation and the preliminary impact looks promising. Two questions in particular support the effectiveness of this program. Fourth grade students (n=444) were asked 1) Since taking part in this program, how likely are you to look left, right, and left again before crossing the street? 2) Since taking part in this program, how likely are you to remove your headphones and/or put your cell phone down before crossing the street? Compared to the questions that asked how likely these behaviors were before the program, there was an 11% improvement in scores for looking both ways when crossing the street and a 26% improvement for being less distracted. They exceeded the goals set and continue to develop an interactive bike and pedestrian course based on educational theory and developmentally appropriate practices. They reached 16,259 Oklahomans with our bike and pedestrian safety message.



Railroad Safety Program Summary

The OHSO's 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-23-03-01-19	Operation Lifesaver Rail Grade Crossing Safety Program

Oklahoma Operation Lifesaver (OKOL) utilized a force of active trained volunteers to present rail grade crossing safety education to various groups, including law enforcement officers, emergency responders, bus drivers, truck drivers and an array of community groups about highway safety at railroad crossings. Coaches and Trainers will receive web-based continuing education through the National Operation Lifesaver website. OKOL conducted 138 presentations state-wide, participated in 16 public events, ie., State and County Fairs, Train Shows etc., and 4 keynote speaker events involving motoring public safety. Every person involved in the events and presentations is 100% volunteer. They are safety professionals and advocates from the railroad industry and railroad enthusiasts. Within the 138 presentations, there were a total of 4,438 people reached. These include but are not limited to grade school children up to the professional drivers. 138 presentations consisted of 131.5 hours which were completely volunteer hours.

OKOL increased the number of Authorized Volunteers by adding 4 new, (Presenters), conducting safety presentations and/or outreach and GCCI classes to Law Enforcement Officials. Airing radio, TV, Public Service Announcements, printed media as well as billboard advertisements, media events, press releases, safety fairs, social media post, etc.

Teen Safety Program Summary

The OHSO partners with several organizations with the stated goal of reducing fatalities and serious injuries (KA) crashes among young drivers aged 16-25.

Driver Education Program Activities

Project Number	Project Title
TSP-23-01-01-09	DCCCA - Distracted Driving Program

During the 2022-2023 School Year, 27 unique schools or student groups participated in the OK SAFE program. The SAFE program uses the evidence-based strategies of education, enforcement, and reward as the core of the program. The SAFE Program Specialist and a Law Enforcement Liaison work together to find law enforcement agencies and schools that would like to initiate the peer-to-peer SAFE program in their community. Students are required to do a pre and post seat belt survey in and around their schools as a baseline. Students do some form of traffic safety education each month along with having students sign pledge cards saying they will wear their seat belts. During late February and early March law enforcement agencies do a two-week enforcement in their communities. Education, Enforcement and Reward has led to the SAFE program being a successful countermeasure to change behavior.

This school year 2022-2023 the SAFE program served 7,240 students compared to 5,341 students served in the 2021-2022 school year. There was an average of 76% seat belt use among participating schools that submitted surveys for the beginning of the 2022-2023 school year. At the end of the 2022-2023 school year there was an increased average of 81% seat belt use at the same participating schools that submitted surveys. Of the 27 participating schools and groups, 7 submitted both a baseline and a final survey.

This grant year also includes the beginning of the 2023-2024 schools year. From August through September of the 2023-2024 school year, 14 schools have signed up for OK SAFE with 253 students on SAFE teams and 3,584 total high school students to be served. Of the 14 schools, 10 are returning schools from 2022-2023 making our current retention rate 37%.

Project Number	Project Title
TSP-23-03-02-09	Education Alternatives - Distracted Driving 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. The goal of the project was to host 4 teen-conferences, 4 mini-conferences and 4 college/university/technology school distracted driving events in FY23; contributing to the reduction of distracted drivers aged 16-25 involved in fatal and serious injury crashes (KA) and the increase of seat belt use in the same age group. Oklahoma Challenge has successfully implemented 8 teen traffic safety conferences, 5 mini-challenges, and 7 college events exceeding those goals

reaching thousands of students across Oklahoma. In April at Lifesavers, Oklahoma Challenge was awarded the NHTSA Public Service Award for their work on teen traffic safety.

Project Number	Project Title
TSP-23-02-03-01	TJohnE - Distracted Driving Program

The Oklahoma Highway Safety Office (OHSO) contracted TjohnE Productions, Inc. (TjohnE) to support their ongoing statewide efforts of reducing teen driver injuries and fatalities in the targeted counties for the 2023 fiscal year using its customized, OHSO-approved teen driver safety program, ThinkFast Interactive (TFI). The custom TFI program was scheduled at 10 high schools across the state in counties deemed “high-risk” by OHSO, reaching a total of ~1,705 students. All stated program goals were met and knowledge retention from pre-to-post program was increased +28.08 overall points, which translated to a 57.29% increase.



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 FY2023.

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 had a slight increase from 54 seconds in FY22 to 58 seconds in FY23. 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 68.71% in FY2022 to 73.54% in FY2023 with a KPI of 10%. 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 53.20% view rate compared to the 30-second spot at a 47.32% view rate. However, both greatly surpassed the KPI.

Rail Safety was promoted through TrueView to rush hour drivers. The Pain Train video generated a 43.12% 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 69% 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 <https://oklahoma.gov/highwaysafety.html> 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 FY2023, in accordance with applicable State and Federal regulations:

Agency – Project #	Equipment Description	Funding Source	Quantity
DPS M5HVE-23-03-01-17	Vehicle	Federal	1
Idabel PD PT-23-03-17-10	Vehicle	Federal	1



FY2023 Financial Information included on following pages:



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

Obligations vs Expenditures

2023-FINAL

Posted: 12/19/2023

State: Oklahoma

Latest posted documents

HCS-13 VOU-16

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
NHTSA											
FAST Act 405c Data Program											
405c Data Program											
	M3DA-2023-05-03-01	\$.00	0%	\$ 475,000.00	3%		\$ 475,000.00	5%	\$.00	0	
	M3DA-2023-07-06-00	\$.00	0%	\$ 99,062.00	1%		\$ 87,214.21	1%	\$ 11,847.79	*	
	M3DA-2023-05-01-17	\$.00	0%	\$ 156,822.59	1%		\$ 156,822.59	2%	\$.00	0	
	M3DA-2023-05-02-01	\$.00	0%	\$ 277,996.61	2%		\$.00	0%	\$ 277,996.61	*	
	M3DA-2023-06-07-16	\$.00	0%	\$ 83,747.92	0%		\$ 83,747.92	1%	\$.00	0	
	405c Data Program Total	\$.00	0%	\$ 1,092,629.12	6%		\$ 802,784.72	9%	\$ 289,844.40	3	
	FAST Act 405c Data Program Total	\$.00	0%	\$ 1,092,629.12	6%	100%	\$ 802,784.72	9%	\$ 289,844.40	3	\$.00
BIL NHTSA 402											
Planning and Administration											
	PA-2023-07-01-00	\$ 243,101.00	2%	\$ 243,101.00	1%		\$ 239,693.50	3%	\$ 3,407.50	*	
	Planning and Administration Total	\$ 243,101.00	2%	\$ 243,101.00	1%		\$ 239,693.50	3%	\$ 3,407.50	*	
Impaired Driving											
	AL-2023-07-01-00	\$ 121,495.00	1%	\$ 134,958.22	1%		\$ 134,958.22	2%	\$.00	0	
	Impaired Driving Total	\$ 121,495.00	1%	\$ 134,958.22	1%		\$ 134,958.22	2%	\$.00	0	
Motorcycle Safety											
	MC-2023-07-01-00	\$ 74,814.00	1%	\$ 61,350.78	0%		\$ 20,949.61	0%	\$ 40,401.17	*	
	Motorcycle Safety Total	\$ 74,814.00	1%	\$ 61,350.78	0%		\$ 20,949.61	0%	\$ 40,401.17	23	
Safety Belts											
	OP-2023-03-01-01	\$ 16,000.00	0%	\$ 16,000.00	0%		\$ 15,175.19	0%	\$ 824.81	*	
	OP-2023-03-02-01	\$ 10,000.00	0%	\$ 9,242.00	0%		\$.00	0%	\$ 9,242.00	*	
	OP-2023-03-06-17	\$ 742,124.00	7%	\$ 552,856.75	3%		\$ 432,321.41	5%	\$ 120,535.34	*	
	OP-2023-06-03-25	\$ 27,500.00	0%	\$ 27,500.00	0%		\$ 27,500.00	0%	\$.00	0	
	OP-2023-03-08-17	\$ 90,288.00	1%	\$ 58,148.10	0%		\$ 58,148.10	1%	\$.00	0	
	OP-2023-07-07-00	\$ 133,874.00	1%	\$ 133,874.00	1%		\$ 112,870.81	1%	\$ 21,003.19	*	
	OP-2023-06-05-23	\$ 5,700.00	0%	\$ 5,700.00	0%		\$ 4,942.00	0%	\$ 758.00	*	
	OP-2023-06-04-23	\$ 20,000.00	0%	\$ 20,758.00	0%		\$ 20,758.00	0%	\$.00	0	
	Safety Belts Total	\$ 1,045,486.00	9%	\$ 824,078.85	5%		\$ 671,715.51	8%	\$ 152,363.34	2	
Pedestrian/Bicycle Safety											
	PS-2023-02-03-25	\$ 86,446.00	1%	\$ 86,446.00	0%		\$ 71,829.20	1%	\$ 14,616.80	*	

Obligations vs Expenditures

PS-2023-07-04-00	\$36,720.00	0%	\$36,720.00	0%	\$35,301.65	0%	\$1,418.35	*
PS-2023-04-02-09	\$81,630.00	1%	\$81,630.00	0%	\$81,564.65	1%	\$65.35	*
PS-2023-04-01-02	\$105,000.00	1%	\$105,000.00	1%	\$95,003.34	1%	\$9,996.66	*
Pedestrian/Bicycle Safety Total	\$309,796.00	3%	\$309,796.00	2%	\$283,698.84	3%	\$26,097.16	1
Traffic Enforcement Services								
PT-2023-03-10-03	\$19,813.00	0%	\$16,313.00	0%	\$16,308.96	0%	\$4.04	*
PT-2023-03-09-01	\$34,560.00	0%	\$56,416.78	0%	\$40,092.28	0%	\$16,324.50	*
PT-2023-03-08-03	\$10,000.00	0%	\$10,000.00	0%	\$8,260.85	0%	\$1,739.15	*
PT-2023-03-07-14	\$26,613.00	0%	\$26,613.00	0%	\$24,502.04	0%	\$2,110.96	*
PT-2023-03-06-04	\$33,524.00	0%	\$37,024.00	0%	\$36,533.43	0%	\$490.57	*
PT-2023-03-05-05	\$43,000.00	0%	\$43,000.00	0%	\$12,554.16	0%	\$30,445.84	*
PT-2023-03-04-23	\$66,400.00	1%	\$66,400.00	0%	\$66,400.00	1%	\$0.00	0
PT-2023-03-03-22	\$61,000.00	1%	\$61,000.00	0%	\$39,362.93	0%	\$21,637.07	*
PT-2023-03-02-09	\$55,069.00	0%	\$54,238.15	0%	\$41,283.12	0%	\$12,955.03	*
PT-2023-03-01-01	\$15,000.00	0%	\$20,000.00	0%	\$18,527.19	0%	\$1,472.81	*
PT-2023-01-41-01	\$100,000.00	1%	\$100,000.00	1%	\$25,377.33	0%	\$74,622.67	*
PT-2023-03-11-08	\$21,551.00	0%	\$21,551.00	0%	\$14,153.80	0%	\$7,397.20	*
PT-2023-07-29-00	\$396,870.00	4%	\$385,407.46	2%	\$216,357.17	2%	\$169,050.29	*
PT-2023-03-40-01	\$10,000.00	0%	\$10,000.00	0%	\$9,083.11	0%	\$916.89	*
PT-2023-03-12-01	\$10,000.00	0%	\$10,000.00	0%	\$6,781.43	0%	\$3,218.57	*
PT-2023-03-13-25	\$94,900.00	1%	\$94,900.00	1%	\$55,703.15	1%	\$39,196.85	*
PT-2023-03-14-19	\$98,800.00	1%	\$98,800.00	1%	\$96,976.43	1%	\$1,823.57	*
PT-2023-03-15-01	\$20,277.00	0%	\$20,277.00	0%	\$17,668.94	0%	\$2,608.06	*
PT-2023-03-17-10	\$30,343.00	0%	\$30,343.00	0%	\$26,671.87	0%	\$3,671.13	*
PT-2023-03-18-20	\$104,000.00	1%	\$104,000.00	1%	\$81,075.33	1%	\$22,924.67	*
PT-2023-03-19-14	\$58,365.00	1%	\$58,365.00	0%	\$56,868.61	1%	\$1,496.39	*
PT-2023-03-20-03	\$25,680.00	0%	\$25,680.00	0%	\$24,646.82	0%	\$1,033.18	*
PT-2023-03-21-20	\$50,828.00	0%	\$50,828.00	0%	\$42,744.03	0%	\$8,083.97	*
PT-2023-03-22-02	\$30,000.00	0%	\$30,000.00	0%	\$30,000.00	0%	\$0.00	0
PT-2023-03-23-15	\$55,015.00	0%	\$55,015.00	0%	\$4,629.69	0%	\$50,385.31	*
PT-2023-03-24-19	\$359,729.00	3%	\$233,629.00	1%	\$131,155.21	1%	\$102,473.79	*
PT-2023-03-25-16	\$248,809.00	2%	\$248,809.00	1%	\$241,495.83	3%	\$7,313.17	*
PT-2023-03-26-05	\$41,000.00	0%	\$41,000.00	0%	\$33,511.97	0%	\$7,488.03	*
PT-2023-03-27-01	\$11,000.00	0%	\$11,000.00	0%	\$1,973.22	0%	\$9,026.78	*
PT-2023-03-28-13	\$37,384.00	0%	\$37,384.00	0%	\$21,583.76	0%	\$15,800.24	*
PT-2023-03-30-01	\$18,301.00	0%	\$18,301.00	0%	\$17,678.30	0%	\$622.70	*
PT-2023-03-31-05	\$145,682.00	1%	\$170,682.00	1%	\$158,181.72	2%	\$12,500.28	*
PT-2023-03-32-11	\$29,000.00	0%	\$29,000.00	0%	\$28,961.84	0%	\$38.16	*
PT-2023-03-33-17	\$40,000.00	0%	\$40,000.00	0%	\$37,720.97	0%	\$2,279.03	*
PT-2023-03-34-16	\$101,770.00	1%	\$109,770.00	1%	\$106,273.93	1%	\$3,496.07	*
PT-2023-03-35-16	\$154,000.00	1%	\$154,000.00	1%	\$131,431.00	1%	\$22,569.00	*
PT-2023-03-36-01	\$14,681.00	0%	\$22,181.00	0%	\$17,243.43	0%	\$4,937.57	*
PT-2023-03-37-01	\$10,000.00	0%	\$10,830.85	0%	\$10,830.85	0%	\$0.00	0
PT-2023-03-38-04	\$56,000.00	1%	\$56,000.00	0%	\$20,802.72	0%	\$35,197.28	*
PT-2023-03-39-01	\$25,772.00	0%	\$25,772.00	0%	\$16,717.82	0%	\$9,054.18	*

Obligations vs Expenditures

Traffic Enforcement Services Total	\$2,764,736.00	25%	\$2,694,530.24	15%	\$1,988,125.24	22%	\$706,405.00	3	
Traffic Records									
TR-2023-07-01-00	\$37,854.00	0%	\$49,316.54	0%	\$49,316.54	1%	\$.00	0	
Traffic Records Total	\$37,854.00	0%	\$49,316.54	0%	\$49,316.54	1%	\$.00	0	
Speed Enforcement									
SE-2023-03-01-01	\$24,000.00	0%	\$24,000.00	0%	\$24,000.00	0%	\$.00	0	
SE-2023-03-02-18	\$79,375.00	1%	\$89,375.00	0%	\$73,162.56	1%	\$16,212.44	*	
SE-2023-07-03-00	\$21,276.00	0%	\$21,276.00	0%	\$18,419.88	0%	\$2,856.12	*	
Speed Enforcement Total	\$124,651.00	1%	\$134,651.00	1%	\$115,582.44	1%	\$19,068.56	1	
Railroad/Highway Crossings									
RH-2023-02-01-19	\$91,900.00	1%	\$91,900.00	1%	\$90,914.68	1%	\$985.32	*	
RH-2023-02-03-01	\$38,100.00	0%	\$38,100.00	0%	\$26,835.70	0%	\$11,264.30	*	
Railroad/Highway Crossings Total	\$130,000.00	1%	\$130,000.00	1%	\$117,750.38	1%	\$12,249.62	1	
Paid Advertising									
PM-2023-02-01-01	\$200,000.00	2%	\$200,000.00	1%	\$171,625.68	2%	\$28,374.32	*	
PM-2023-02-02-04	\$95,000.00	1%	\$95,000.00	1%	\$95,000.00	1%	\$.00	0	
PM-2023-02-03-04	\$95,000.00	1%	\$95,000.00	1%	\$95,000.00	1%	\$.00	0	
PM-2023-02-04-01	\$100,000.00	1%	\$100,000.00	1%	\$.00	0%	\$100,000.00	*	
Paid Advertising Total	\$490,000.00	4%	\$490,000.00	3%	\$361,625.68	4%	\$128,374.32	2	
Teen Safety Program									
TSP-2023-00-00-00	\$.00	0%	\$3,850,708.05	21%	\$.00	0%	\$3,850,708.05	*	
TSP-2023-02-03-01	\$35,000.00	0%	\$35,000.00	0%	\$33,000.00	0%	\$2,000.00	*	
TSP-2023-01-01-09	\$97,623.00	1%	\$97,623.00	1%	\$52,056.30	1%	\$45,566.70	*	
TSP-2023-02-02-09	\$166,746.00	1%	\$173,649.30	1%	\$173,591.19	2%	\$58.11	*	
Teen Safety Program Total	\$299,369.00	3%	\$4,156,980.35	23%	\$258,647.49	3%	\$3,898,332.86	115	
BIL NHTSA 402 Total	\$5,641,302.00	50%	\$9,228,762.98	51%	39% \$4,242,063.45	47%	\$4,986,699.53	10	\$.00
BIL 405b OP Low									
405b Low Training									
M2TR-2023-06-01-25	\$42,250.00	0%	\$42,250.00	0%	\$32,484.26	0%	\$9,765.74	*	
M2TR-2023-06-02-23	\$33,400.00	0%	\$33,400.00	0%	\$22,255.55	0%	\$11,144.45	*	
405b Low Training Total	\$75,650.00	1%	\$75,650.00	0%	\$54,739.81	1%	\$20,910.19	4	
405b Low Public Education									
M2PE-2023-02-01-01	\$125,000.00	1%	\$225,000.00	1%	\$175,856.04	2%	\$49,143.96	*	
405b Low Public Education Total	\$125,000.00	1%	\$225,000.00	1%	\$175,856.04	2%	\$49,143.96	2	
405b Low Community CPS Services									
M2CPS-2023-06-01-25	\$27,335.00	0%	\$48,750.00	0%	\$38,508.07	0%	\$10,241.93	*	
M2CPS-2023-06-01-23	\$161,654.00	1%	\$161,654.00	1%	\$145,604.58	2%	\$16,049.42	*	
M2CPS-2023-06-02-25	\$142,907.00	1%	\$194,720.65	1%	\$194,720.65	2%	\$.00	0	
405b Low Community CPS Services Total	\$331,896.00	3%	\$405,124.65	2%	\$378,833.30	4%	\$26,291.35	1	
405b Low CSS Purchase/Distribution									
M2CSS-2023-06-02-23	\$15,000.00	0%	\$37,818.00	0%	\$37,818.00	0%	\$.00	0	
405b Low CSS Purchase/Distribution Total	\$15,000.00	0%	\$37,818.00	0%	\$37,818.00	0%	\$.00	0	

405b OP Low Uncommitted

M2X-2023-00-00-00	\$.00	0%	\$91,004.04	1%	\$.00	0%	\$91,004.04	*
M2X-2023-06-01-03	\$202,625.00	2%	\$158,288.58	1%	\$33,335.86	0%	\$124,952.72	*

405b OP Low Uncommitted Total	\$202,625.00	2%	\$249,292.62	1%	\$33,335.86	0%	\$215,956.76	24
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BIL 405b OP Low Total	\$750,171.00	7%	\$992,885.27	5%	30%	\$680,583.01	8%	\$312,302.26	4	\$.00
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BIL 405c Data Program

405c Data Program

M3DA-2023-05-01-17	\$171,621.00	2%	\$14,798.41	0%	\$1,753.58	0%	\$13,044.83	*
M3DA-2023-05-02-01	\$300,000.00	3%	\$182,060.37	1%	\$.00	0%	\$182,060.37	*
M3DA-2023-05-03-01	\$475,000.00	4%	\$.00	0%	\$.00	0%	\$.00	0
M3DA-2023-02-05-01	\$10,000.00	0%	\$10,000.00	0%	\$.00	0%	\$10,000.00	*
M3DA-2023-05-04-01	\$5,000.00	0%	\$5,000.00	0%	\$.00	0%	\$5,000.00	*
M3DA-2023-08-00-00	\$.00	0%	\$997,831.48	5%	\$.00	0%	\$997,831.48	*
M3DA-2023-05-06-01	\$300,000.00	3%	\$300,000.00	2%	\$.00	0%	\$300,000.00	*
M3DA-2023-06-07-16	\$112,140.00	1%	\$48,229.38	0%	\$.00	0%	\$48,229.38	*
M3DA-2023-07-06-00	\$99,062.00	1%	\$.00	0%	\$.00	0%	\$.00	0

405c Data Program Total	\$1,472,823.00	13%	\$1,557,919.64	9%	\$1,753.58	0%	\$1,556,166.06	10,649
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BIL 405c Data Program Total	\$1,472,823.00	13%	\$1,557,919.64	9%	50%	\$1,753.58	0%	\$1,556,166.06	10,649	\$.00
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BIL 405d Impaired Driving Mid

405d Mid HVE

M5HVE-2023-03-01-17	\$600,218.00	5%	\$840,357.50	5%	\$720,178.75	8%	\$120,178.75	*
M5HVE-2023-03-01-20	\$24,253.00	0%	\$24,253.00	0%	\$1,860.54	0%	\$22,392.46	*
M5HVE-2023-03-02-17	\$1,040,903.00	9%	\$865,169.49	5%	\$564,749.02	6%	\$300,420.47	*

405d Mid HVE Total	\$1,665,374.00	15%	\$1,729,779.99	10%	\$1,286,788.31	14%	\$442,991.68	4
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405d Mid Court Support

M5CS-2023-02-01-01	\$37,682.00	0%	\$37,682.00	0%	\$17,253.15	0%	\$20,428.85	*
M5CS-2023-02-03-01	\$.00	0%	\$22,081.74	0%	\$11,040.87	0%	\$11,040.87	*
M5CS-2023-02-02-05	\$49,150.00	0%	\$.00	0%	\$.00	0%	\$.00	0

405d Mid Court Support Total	\$86,832.00	1%	\$59,763.74	0%	\$28,294.02	0%	\$31,469.72	9
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405d Mid BAC Testing/Reporting

M5BAC-2023-02-01-01	\$250,000.00	2%	\$250,000.00	1%	\$153,803.33	2%	\$96,196.67	*
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405d Mid BAC Testing/Reporting Total	\$250,000.00	2%	\$250,000.00	1%	\$153,803.33	2%	\$96,196.67	7
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405d Mid Media/ID training/Enf Related exp.

M5PEM-2023-02-01-05	\$112,000.00	1%	\$112,000.00	1%	\$85,000.00	1%	\$27,000.00	*
M5PEM-2023-02-02-01	\$629,050.00	6%	\$663,407.12	4%	\$663,407.12	7%	\$.00	0
M5PEM-2023-02-05-01	\$30,000.00	0%	\$30,000.00	0%	\$.00	0%	\$30,000.00	*
M5PEM-2023-02-04-02	\$39,950.00	0%	\$39,950.00	0%	\$38,950.00	0%	\$1,000.00	*
M5PEM-2023-02-03-04	\$5,000.00	0%	\$69,000.00	0%	\$69,000.00	1%	\$.00	0

405d Mid Media/ID training/Enf Related exp. Total	\$816,000.00	7%	\$914,357.12	5%	\$856,357.12	10%	\$58,000.00	*
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405d Mid Training

M5TR-2023-02-01-07	\$73,190.00	1%	\$73,190.00	0%	\$.00	0%	\$73,190.00	*
M5TR-2023-02-02-01	\$135,161.00	1%	\$135,161.00	1%	\$44,094.47	0%	\$91,066.53	*

405d Mid Training Total	\$208,351.00	2%	\$208,351.00	1%	\$44,094.47	0%	\$164,256.53	21
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405d Impaired Driving Mid Uncommitted

M5X-2023-05-01-15	\$243,427.00	2%	\$243,427.00	1%	\$186,743.13	2%	\$56,683.87	*
M5X-2023-00-00-00	\$0.00	0%	\$760,395.63	4%	\$0.00	0%	\$760,395.63	*

405d Impaired Driving Mid Uncommitted Total	\$243,427.00	2%	\$1,003,822.63	6%	\$186,743.13	2%	\$817,079.50	34
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BIL 405d Impaired Driving Mid Total	\$3,269,984.00	29%	\$4,166,074.48	23%	34%	\$2,556,080.38	29%	\$1,609,994.10	5	\$0.00
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BIL 405f Motorcycle Programs

405f Motorcyclist Awareness

M11MA-2023-02-06-01	\$56,885.11	1%	\$90,229.38	1%	\$72,422.73	1%	\$17,806.65	*
M11MA-2023-02-07-04	\$5,000.00	0%	\$5,000.00	0%	\$5,000.00	0%	\$0.00	0
M11MA-2023-02-08-02	\$5,000.00	0%	\$5,000.00	0%	\$5,000.00	0%	\$0.00	0

405f Motorcyclist Awareness Total	\$66,885.11	1%	\$100,229.38	1%	\$82,422.73	1%	\$17,806.65	1
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BIL 405f Motorcycle Programs Total	\$66,885.11	1%	\$100,229.38	1%	15%	\$82,422.73	1%	\$17,806.65	1	\$0.00
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BIL 405h Nonmotorized Safety

405h Public Education

FHPE-2023-00-00-00	\$0.00	0%	\$398,838.74	2%	\$0.00	0%	\$398,838.74	*
405h Public Education Total	\$0.00	0%	\$398,838.74	2%	\$0.00	0%	\$398,838.74	*

BIL 405h Nonmotorized Safety Total	\$0.00	0%	\$398,838.74	2%	0%	\$0.00	0%	\$398,838.74	*	\$0.00
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SUPPLEMENTAL BIL NHTSA 402

Safety Belts

OP-2023-03-06-17	\$0.00	0%	\$180,667.25	1%	\$180,667.25	2%	\$0.00	0
Safety Belts Total	\$0.00	0%	\$180,667.25	1%	\$180,667.25	2%	\$0.00	0

Traffic Enforcement Services

PT-2023-03-24-19	\$0.00	0%	\$134,700.00	1%	\$134,700.00	2%	\$0.00	0
Traffic Enforcement Services Total	\$0.00	0%	\$134,700.00	1%	\$134,700.00	2%	\$0.00	0

SUPPLEMENTAL BIL NHTSA 402 Total	\$0.00	0%	\$315,367.25	2%	0%	\$315,367.25	4%	\$0.00	0	\$0.00
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SUPPLEMENTAL BIL 405b OP Low

405b OP Low Uncommitted

M2X-2023-06-01-03	\$0.00	0%	\$44,336.42	0%	\$44,336.42	1%	\$0.00	0
405b OP Low Uncommitted Total	\$0.00	0%	\$44,336.42	0%	\$44,336.42	1%	\$0.00	0

SUPPLEMENTAL BIL 405b OP Low Total	\$0.00	0%	\$44,336.42	0%	0%	\$44,336.42	1%	\$0.00	0	\$0.00
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SUPPLEMENTAL BIL 405c Data Program

405c Data Program

M3DA-2023-05-03-01	\$0.00	0%	\$51,195.10	0%	\$30,000.00	0%	\$21,195.10	*
405c Data Program Total	\$0.00	0%	\$51,195.10	0%	\$30,000.00	0%	\$21,195.10	8

405c Data Uncommitted

M3X-2023-00-00-00	\$0.00	0%	\$49,197.91	0%	\$0.00	0%	\$49,197.91	*
405c Data Uncommitted Total	\$0.00	0%	\$49,197.91	0%	\$0.00	0%	\$49,197.91	*

SUPPLEMENTAL BIL 405c Data Program Total	\$0.00	0%	\$100,393.01	1%	51%	\$30,000.00	0%	\$70,393.01	28	\$0.00
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SUPPLEMENTAL BIL 405d Impaired Driving Mid

405d Mid HVE

M5HVE-2023-03-02-17	\$.00	0%	\$175,733.51	1%	\$175,733.51	2%	\$.00	0
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405d Mid HVE Total	\$.00	0%	\$175,733.51	1%	\$175,733.51	2%	\$.00	0
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SUPPLEMENTAL BIL 405d Impaired Driving Mid Total	\$.00	0%	\$175,733.51	1%	0%	\$175,733.51	2%	\$.00	0	\$.00
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SUPPLEMENTAL BIL 405f Motorcycle Programs

405f Motorcyclist Awareness

M11MA-2023-02-06-01	\$.00	0%	\$5,380.99	0%	\$5,380.99	0%	\$.00	0
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405f Motorcyclist Awareness Total	\$.00	0%	\$5,380.99	0%	\$5,380.99	0%	\$.00	0
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SUPPLEMENTAL BIL 405f Motorcycle Programs Total	\$.00	0%	\$5,380.99	0%	0%	\$5,380.99	0%	\$.00	0	\$.00
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SUPPLEMENTAL BIL 405h Nonmotorized Safety

405h Public Education

FHPE-2023-00-00-00	\$.00	0%	\$25,323.09	0%	\$.00	0%	\$25,323.09	*
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405h Public Education Total	\$.00	0%	\$25,323.09	0%	\$.00	0%	\$25,323.09	*
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SUPPLEMENTAL BIL 405h Nonmotorized Safety Total	\$.00	0%	\$25,323.09	0%	0%	\$.00	0%	\$25,323.09	*	\$.00
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NHTSA Total	\$11,201,165.11	100%	\$18,203,873.88	100%	\$8,936,506.04	100%	\$9,267,367.84	8
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Total	\$11,201,165.11	100%	\$18,203,873.88	100%	\$8,936,506.04	100%	\$9,267,367.84	8
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* Indicates programs that have no expenditures within 12 months before the date of this report - estimated months to liquidate cannot be calculated.

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

Federal Reimbursement Voucher

State: Oklahoma

Page: 1

2023-FINAL

Report Date: 01/28/2024

Reimbursement Info: Total: \$.00

Posted: 12/19/2023

Claim Period: 09/01/2023 - 09/30/2023

Posted in DELPHI: 12/21/2023

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
NHTSA								
FAST Act 405c Data Program								
405c Data Program								
	M3DA-2023-05-01-17	DPS - 00114 Crash Investigation	\$156,822.59	\$.00	\$156,822.59	\$156,822.59	\$156,822.59	\$.00
	M3DA-2023-05-02-01	Citation Module	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
	M3DA-2023-05-03-01	DPS - 00129 - OCERS	\$475,000.00	\$.00	\$475,000.00	\$475,000.00	\$475,000.00	\$.00
	M3DA-2023-05-06-01	DPS - TRCC	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
	M3DA-2023-06-07-16	OU - Paris	\$83,747.92	\$.00	\$83,747.92	\$83,747.92	\$83,747.92	\$.00
	M3DA-2023-07-06-00	Traffic Record Program Management	\$87,214.21	\$.00	\$87,214.21	\$87,214.21	\$87,214.21	\$.00
	405c Data Program Total		\$802,784.72	\$.00	\$802,784.72	\$802,784.72	\$802,784.72	\$.00
	FAST Act 405c Data Program Total		\$802,784.72	\$.00	\$802,784.72	\$802,784.72	\$802,784.72	\$.00
BIL NHTSA 402								
Planning and Administration								
	PA-2023-07-01-00	Planning and Administration	\$239,693.50	\$.00	\$479,387.00	\$239,693.50	\$239,693.50	\$.00
	Planning and Administration Total		\$239,693.50	\$.00	\$479,387.00	\$239,693.50	\$239,693.50	\$.00
Impaired Driving								
	AL-2023-07-01-00	Program Area Administration	\$134,958.22	\$.00	\$134,958.22	\$134,958.22	\$134,958.22	\$.00
	Impaired Driving Total		\$134,958.22	\$.00	\$134,958.22	\$134,958.22	\$134,958.22	\$.00
Motorcycle Safety								
	MC-2023-07-01-00	Program Area Administration	\$20,949.61	\$.00	\$20,949.61	\$20,949.61	\$20,949.61	\$.00
	Motorcycle Safety Total		\$20,949.61	\$.00	\$20,949.61	\$20,949.61	\$20,949.61	\$.00
Safety Belts								
	OP-2023-03-01-01	Noble County Sheriff's Office	\$15,175.19	\$15,175.19	\$15,175.19	\$15,175.19	\$15,175.19	\$.00
	OP-2023-03-02-01	Nowata, City of	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
	OP-2023-03-06-17	DPS - 00062 Overtime	\$432,321.41	\$.00	\$432,321.41	\$432,321.41	\$432,321.41	\$.00
	OP-2023-03-08-17	DPS - 00027 IDL's	\$58,148.10	\$.00	\$58,148.10	\$58,148.10	\$58,148.10	\$.00
	OP-2023-06-03-25	Safe Kids Oklahoma Inc	\$27,500.00	\$.00	\$27,500.00	\$27,500.00	\$27,500.00	\$.00
	OP-2023-06-04-23	Tulsa Safe Kids	\$20,758.00	\$20,758.00	\$20,758.00	\$20,758.00	\$20,758.00	\$.00
	OP-2023-06-05-23	Tulsa Safe Kids	\$4,942.00	\$.00	\$4,942.00	\$4,942.00	\$4,942.00	\$.00
	OP-2023-07-07-00	Program Area Administration	\$112,870.81	\$.00	\$112,870.81	\$112,870.81	\$112,870.81	\$.00
	Safety Belts Total		\$671,715.51	\$35,933.19	\$671,715.51	\$671,715.51	\$671,715.51	\$.00

Pedestrian/Bicycle Safety

PS-2023-02-03-25	Safe Kids Oklahoma Inc	\$71,829.20	\$.00	\$71,829.20	\$71,829.20	\$71,829.20	\$71,829.20	\$.00
PS-2023-04-01-02	Association of Central Oklahoma Governme	\$95,003.34	\$95,003.34	\$95,003.34	\$95,003.34	\$95,003.34	\$95,003.34	\$.00
PS-2023-04-02-09	Indian Nations Council of Govt	\$81,564.65	\$.00	\$81,564.65	\$81,564.65	\$81,564.65	\$81,564.65	\$.00
PS-2023-07-04-00	Program Area Management	\$35,301.65	\$.00	\$35,301.65	\$35,301.65	\$35,301.65	\$35,301.65	\$.00

**Pedestrian/Bicycle Safety
Total**

\$283,698.84 \$95,003.34 \$283,698.84 \$283,698.84 \$283,698.84 \$.00

Traffic Enforcement Services

PT-2023-01-41-01	Conference - Media Marketing	\$25,377.33	\$.00	\$25,377.33	\$25,377.33	\$25,377.33	\$25,377.33	\$.00
PT-2023-03-01-01	Atoka, City of	\$18,527.19	\$18,527.19	\$18,527.19	\$18,527.19	\$18,527.19	\$18,527.19	\$.00
PT-2023-03-02-09	Bethany PD	\$41,283.12	\$41,283.12	\$41,283.12	\$41,283.12	\$41,283.12	\$41,283.12	\$.00
PT-2023-03-03-22	Bixby PD	\$39,362.93	\$39,362.93	\$39,362.93	\$39,362.93	\$39,362.93	\$39,362.93	\$.00
PT-2023-03-04-23	Broken Arrow PD	\$66,400.00	\$66,400.00	\$66,400.00	\$66,400.00	\$66,400.00	\$66,400.00	\$.00
PT-2023-03-05-05	Bryan County SO	\$12,554.16	\$12,554.16	\$12,554.16	\$12,554.16	\$12,554.16	\$12,554.16	\$.00
PT-2023-03-06-04	Caddo County SO	\$36,533.43	\$36,533.43	\$36,533.43	\$36,533.43	\$36,533.43	\$36,533.43	\$.00
PT-2023-03-07-14	Calera PD	\$24,502.04	\$24,502.04	\$24,502.04	\$24,502.04	\$24,502.04	\$24,502.04	\$.00
PT-2023-03-08-03	Choctaw, City of	\$8,260.85	\$8,260.85	\$8,260.85	\$8,260.85	\$8,260.85	\$8,260.85	\$.00
PT-2023-03-09-01	Cleveland County	\$40,092.28	\$40,092.28	\$40,092.28	\$40,092.28	\$40,092.28	\$40,092.28	\$.00
PT-2023-03-10-03	Creek County SO	\$16,308.96	\$16,308.96	\$16,308.96	\$16,308.96	\$16,308.96	\$16,308.96	\$.00
PT-2023-03-11-08	Del City PD	\$14,153.80	\$14,153.80	\$14,153.80	\$14,153.80	\$14,153.80	\$14,153.80	\$.00
PT-2023-03-12-01	Drumright, City of	\$6,781.43	\$6,781.43	\$6,781.43	\$6,781.43	\$6,781.43	\$6,781.43	\$.00
PT-2023-03-13-25	Edmond PD	\$55,703.15	\$55,703.15	\$55,703.15	\$55,703.15	\$55,703.15	\$55,703.15	\$.00
PT-2023-03-14-19	Enid, City of	\$96,976.43	\$96,976.43	\$96,976.43	\$96,976.43	\$96,976.43	\$96,976.43	\$.00
PT-2023-03-15-01	Glenpool, City of	\$17,668.94	\$17,668.94	\$17,668.94	\$17,668.94	\$17,668.94	\$17,668.94	\$.00
PT-2023-03-17-10	Idabel, City of	\$26,671.87	\$26,671.87	\$26,671.87	\$26,671.87	\$26,671.87	\$26,671.87	\$.00
PT-2023-03-18-20	Lawton, City of	\$81,075.33	\$81,075.33	\$81,075.33	\$81,075.33	\$81,075.33	\$81,075.33	\$.00
PT-2023-03-19-14	McAlester PD	\$56,868.61	\$56,868.61	\$56,868.61	\$56,868.61	\$56,868.61	\$56,868.61	\$.00
PT-2023-03-20-03	McIntosh County	\$24,646.82	\$24,646.82	\$24,646.82	\$24,646.82	\$24,646.82	\$24,646.82	\$.00
PT-2023-03-21-20	Midwest City PD	\$42,744.03	\$42,744.03	\$42,744.03	\$42,744.03	\$42,744.03	\$42,744.03	\$.00
PT-2023-03-22-02	Moore, City of	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$.00
PT-2023-03-23-15	Norman PD	\$4,629.69	\$4,629.69	\$4,629.69	\$4,629.69	\$4,629.69	\$4,629.69	\$.00
PT-2023-03-24-19	Oklahoma City PD	\$131,155.21	\$131,155.21	\$131,155.21	\$131,155.21	\$131,155.21	\$131,155.21	\$.00
PT-2023-03-25-16	Oklahoma County	\$241,495.83	\$241,495.83	\$241,495.83	\$241,495.83	\$241,495.83	\$241,495.83	\$.00
PT-2023-03-26-05	Osage County	\$33,511.97	\$33,511.97	\$33,511.97	\$33,511.97	\$33,511.97	\$33,511.97	\$.00
PT-2023-03-27-01	Pawnee County	\$1,973.22	\$1,973.22	\$1,973.22	\$1,973.22	\$1,973.22	\$1,973.22	\$.00
PT-2023-03-28-13	Pottawatomie County SO	\$21,583.76	\$21,583.76	\$21,583.76	\$21,583.76	\$21,583.76	\$21,583.76	\$.00
PT-2023-03-30-01	Purcell, City of	\$17,678.30	\$17,678.30	\$17,678.30	\$17,678.30	\$17,678.30	\$17,678.30	\$.00
PT-2023-03-31-05	Rogers County	\$158,181.72	\$158,181.72	\$158,181.72	\$158,181.72	\$158,181.72	\$158,181.72	\$.00
PT-2023-03-32-11	Sapulpa PD	\$28,961.84	\$28,961.84	\$28,961.84	\$28,961.84	\$28,961.84	\$28,961.84	\$.00
PT-2023-03-33-17	Shawnee, City of	\$37,720.97	\$37,720.97	\$37,720.97	\$37,720.97	\$37,720.97	\$37,720.97	\$.00
PT-2023-03-34-16	Tulsa PD	\$106,273.93	\$106,273.93	\$106,273.93	\$106,273.93	\$106,273.93	\$106,273.93	\$.00
PT-2023-03-35-16	Tulsa Sheriff's Office, County of	\$131,431.00	\$131,431.00	\$131,431.00	\$131,431.00	\$131,431.00	\$131,431.00	\$.00
PT-2023-03-36-01	Tuttle, City of	\$17,243.43	\$17,243.43	\$17,243.43	\$17,243.43	\$17,243.43	\$17,243.43	\$.00
PT-2023-03-37-01	Verdigris PD	\$10,830.85	\$10,830.85	\$10,830.85	\$10,830.85	\$10,830.85	\$10,830.85	\$.00
PT-2023-03-38-04	Wagoner County	\$20,802.72	\$20,802.72	\$20,802.72	\$20,802.72	\$20,802.72	\$20,802.72	\$.00
PT-2023-03-39-01	Warr Acres PD	\$16,717.82	\$16,717.82	\$16,717.82	\$16,717.82	\$16,717.82	\$16,717.82	\$.00

NHTSA 402 Match Total		\$0.00	\$0.00	\$1,991,838.25	\$0.00	\$0.00	\$0.00
BIL NHTSA 402 Total		\$4,242,063.45	\$1,974,489.83	\$6,473,595.20	\$4,242,063.45	\$4,242,063.45	\$0.00
BIL 405b OP Low							
405b Low Training							
M2TR-2023-06-01-25	Safe Kids Oklahoma Inc	\$32,484.26	\$0.00	\$32,484.26	\$32,484.26	\$32,484.26	\$0.00
M2TR-2023-06-02-23	Tulsa Safe Kids	\$22,255.55	\$0.00	\$22,255.55	\$22,255.55	\$22,255.55	\$0.00
405b Low Training Total		\$54,739.81	\$0.00	\$54,739.81	\$54,739.81	\$54,739.81	\$0.00
405b Low Public Education							
M2PE-2023-02-01-01	Media / Marketing	\$175,856.04	\$0.00	\$175,856.04	\$175,856.04	\$175,856.04	\$0.00
405b Low Public Education Total		\$175,856.04	\$0.00	\$175,856.04	\$175,856.04	\$175,856.04	\$0.00
405b Low Community CPS Services							
M2CPS-2023-06-01-23	Tulsa Safe Kids	\$145,604.58	\$0.00	\$145,604.58	\$145,604.58	\$145,604.58	\$0.00
M2CPS-2023-06-01-25	Safe Kids Oklahoma Inc	\$38,508.07	\$0.00	\$38,508.07	\$38,508.07	\$38,508.07	\$0.00
M2CPS-2023-06-02-25	Safe Kids Oklahoma Inc	\$194,720.65	\$0.00	\$194,720.65	\$194,720.65	\$194,720.65	\$0.00
405b Low Community CPS Services Total		\$378,833.30	\$0.00	\$378,833.30	\$378,833.30	\$378,833.30	\$0.00
405b Low CSS Purchase/Distribution							
M2CSS-2023-06-02-23	Tulsa Safe Kids	\$37,818.00	\$0.00	\$37,818.00	\$37,818.00	\$37,818.00	\$0.00
405b Low CSS Purchase/Distribution Total		\$37,818.00	\$0.00	\$37,818.00	\$37,818.00	\$37,818.00	\$0.00
405b OP Low Uncommitted							
M2X-2023-00-00-00	Plan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
M2X-2023-06-01-03	University of Central Oklahoma	\$33,335.86	\$0.00	\$33,335.86	\$33,335.86	\$33,335.86	\$0.00
405b OP Low Uncommitted Total		\$33,335.86	\$0.00	\$33,335.86	\$33,335.86	\$33,335.86	\$0.00
BIL 405b OP Low Total		\$680,583.01	\$0.00	\$680,583.01	\$680,583.01	\$680,583.01	\$0.00
BIL 405c Data Program							
405c Data Program							
M3DA-2023-02-05-01	Media / Marketing New System	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
M3DA-2023-05-01-17	DPS - 00114 Crash Investigation	\$1,753.58	\$0.00	\$1,753.58	\$1,753.58	\$1,753.58	\$0.00
M3DA-2023-05-02-01	Citation Module	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
M3DA-2023-05-04-01	R&D of system -	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
M3DA-2023-05-06-01	DPS - TRCC	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
M3DA-2023-06-07-16	OU - Paris	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
M3DA-2023-08-00-00	Data Program	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405c Data Program Total		\$1,753.58	\$0.00	\$1,753.58	\$1,753.58	\$1,753.58	\$0.00
BIL 405c Data Program Total		\$1,753.58	\$0.00	\$1,753.58	\$1,753.58	\$1,753.58	\$0.00
BIL 405d Impaired Driving Mid							
405d Mid HVE							
M5HVE-2023-03-01-17	DPS - 00027 IDL's	\$720,178.75	\$0.00	\$720,178.75	\$720,178.75	\$720,178.75	\$0.00
M5HVE-2023-03-01-20	Durant, City of	\$1,860.54	\$0.00	\$1,860.54	\$1,860.54	\$1,860.54	\$0.00
M5HVE-2023-03-02-17	DPS - 00098 Enforcement Overtime	\$564,749.02	\$0.00	\$564,749.02	\$564,749.02	\$564,749.02	\$0.00
405d Mid HVE Total		\$1,286,788.31	\$0.00	\$1,286,788.31	\$1,286,788.31	\$1,286,788.31	\$0.00
405d Mid Court Support							
M5CS-2023-02-01-01	Mothers Against Drunk Driving	\$17,253.15	\$0.00	\$17,253.15	\$17,253.15	\$17,253.15	\$0.00

M5CS-2023-02-02-05	Oklahoma Bar Association	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
M5CS-2023-02-03-01	DPS - 00131	\$11,040.87	\$.00	\$11,040.87	\$11,040.87	\$11,040.87	\$.00
405d Mid Court Support Total		\$28,294.02	\$.00	\$28,294.02	\$28,294.02	\$28,294.02	\$.00
405d Mid BAC Testing/Reporting							
M5BAC-2023-02-01-01	Oklahoma City PD-DRE	\$153,803.33	\$.00	\$153,803.33	\$153,803.33	\$153,803.33	\$.00
405d Mid BAC Testing/Reporting Total		\$153,803.33	\$.00	\$153,803.33	\$153,803.33	\$153,803.33	\$.00
405d Mid Media/ID training/Enf Related exp.							
M5PEM-2023-02-01-05	Event Marketing - Alliance	\$85,000.00	\$.00	\$85,000.00	\$85,000.00	\$85,000.00	\$.00
M5PEM-2023-02-02-01	Media / Marketing	\$663,407.12	\$.00	\$663,407.12	\$663,407.12	\$663,407.12	\$.00
M5PEM-2023-02-03-04	Sports Marketing - OKC Dodgers	\$69,000.00	\$.00	\$69,000.00	\$69,000.00	\$69,000.00	\$.00
M5PEM-2023-02-04-02	Sports Marketing - Drillers	\$38,950.00	\$.00	\$38,950.00	\$38,950.00	\$38,950.00	\$.00
M5PEM-2023-02-05-01	Sports Marketing - Energy	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405d Mid Media/ID training/Enf Related exp. Total		\$856,357.12	\$.00	\$856,357.12	\$856,357.12	\$856,357.12	\$.00
405d Mid Training							
M5TR-2023-02-01-07	Dept of Mental Health and Substance Abus	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
M5TR-2023-02-02-01	DPS - 00078 Training- Legal	\$44,094.47	\$.00	\$44,094.47	\$44,094.47	\$44,094.47	\$.00
405d Mid Training Total		\$44,094.47	\$.00	\$44,094.47	\$44,094.47	\$44,094.47	\$.00
405d Impaired Driving Mid Uncommitted							
M5X-2023-00-00-00	Plan	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
M5X-2023-05-01-15	Oklahoma State Bureau of Investigation	\$186,743.13	\$.00	\$186,743.13	\$186,743.13	\$186,743.13	\$.00
405d Impaired Driving Mid Uncommitted Total		\$186,743.13	\$.00	\$186,743.13	\$186,743.13	\$186,743.13	\$.00
BIL 405d Impaired Driving Mid Total		\$2,556,080.38	\$.00	\$2,556,080.38	\$2,556,080.38	\$2,556,080.38	\$.00
BIL 405f Motorcycle Programs							
405f Motorcyclist Awareness							
M11MA-2023-02-06-01	Media / Marketing	\$72,422.73	\$.00	\$72,422.73	\$72,422.73	\$72,422.73	\$.00
M11MA-2023-02-07-04	Sports Marketing - OKC Dodgers	\$5,000.00	\$.00	\$10,000.00	\$5,000.00	\$5,000.00	\$.00
M11MA-2023-02-08-02	Tulsa Drillers	\$5,000.00	\$.00	\$5,000.00	\$5,000.00	\$5,000.00	\$.00
405f Motorcyclist Awareness Total		\$82,422.73	\$.00	\$87,422.73	\$82,422.73	\$82,422.73	\$.00
405f Motorcycle Uncommitted							
M11X-2023-00-00-00	Plan	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405f Motorcycle Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
BIL 405f Motorcycle Programs Total		\$82,422.73	\$.00	\$87,422.73	\$82,422.73	\$82,422.73	\$.00
BIL 405h Nonmotorized Safety							
405h Public Education							
FHPE-2023-00-00-00	Plan	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405h Public Education Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
BIL 405h Nonmotorized Safety Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
SUPPLEMENTAL BIL NHTSA 402 Safety Belts							

OP-2023-03-06-17	DPS - 00062 Overtime	\$180,667.25	\$.00	\$180,667.25	\$180,667.25	\$180,667.25	\$.00
Safety Belts Total		\$180,667.25	\$.00	\$180,667.25	\$180,667.25	\$180,667.25	\$.00
Traffic Enforcement Services							
PT-2023-03-24-19	Oklahoma City PD	\$134,700.00	\$134,700.00	\$134,700.00	\$134,700.00	\$134,700.00	\$.00
Traffic Enforcement Services Total		\$134,700.00	\$134,700.00	\$134,700.00	\$134,700.00	\$134,700.00	\$.00
SUPPLEMENTAL BIL NHTSA 402 Total		\$315,367.25	\$134,700.00	\$315,367.25	\$315,367.25	\$315,367.25	\$.00
SUPPLEMENTAL BIL 405b OP Low							
405b OP Low Uncommitted							
M2X-2023-06-01-03	University of Central Oklahoma	\$44,336.42	\$.00	\$44,336.42	\$44,336.42	\$44,336.42	\$.00
405b OP Low Uncommitted Total		\$44,336.42	\$.00	\$44,336.42	\$44,336.42	\$44,336.42	\$.00
SUPPLEMENTAL BIL 405b OP Low Total		\$44,336.42	\$.00	\$44,336.42	\$44,336.42	\$44,336.42	\$.00
SUPPLEMENTAL BIL 405c Data Program							
405c Data Program							
M3DA-2023-05-03-01	DPS - 00129 - OCERS	\$30,000.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00	\$.00
405c Data Program Total		\$30,000.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00	\$.00
405c Data Uncommitted							
M3X-2023-00-00-00	plan	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405c Data Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
SUPPLEMENTAL BIL 405c Data Program Total		\$30,000.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00	\$.00
SUPPLEMENTAL BIL 405d Impaired Driving Mid							
405d Mid HVE							
M5HVE-2023-03-02-17	DPS - 00098 Enforcement Overtime	\$175,733.51	\$.00	\$175,733.51	\$175,733.51	\$175,733.51	\$.00
405d Mid HVE Total		\$175,733.51	\$.00	\$175,733.51	\$175,733.51	\$175,733.51	\$.00
SUPPLEMENTAL BIL 405d Impaired Driving Mid Total		\$175,733.51	\$.00	\$175,733.51	\$175,733.51	\$175,733.51	\$.00
SUPPLEMENTAL BIL 405f Motorcycle Programs							
405f Motorcyclist Awareness							
M11MA-2023-02-06-01	Media / Marketing	\$5,380.99	\$.00	\$5,380.99	\$5,380.99	\$5,380.99	\$.00
405f Motorcyclist Awareness Total		\$5,380.99	\$.00	\$5,380.99	\$5,380.99	\$5,380.99	\$.00
SUPPLEMENTAL BIL 405f Motorcycle Programs Total		\$5,380.99	\$.00	\$5,380.99	\$5,380.99	\$5,380.99	\$.00
SUPPLEMENTAL BIL 405h Nonmotorized Safety							
405h Public Education							
FHPE-2023-00-00-00	plan	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405h Public Education Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
SUPPLEMENTAL BIL 405h Nonmotorized Safety Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
NHTSA Total		\$8,936,506.04	\$2,109,189.83	\$11,173,037.79	\$8,936,506.04	\$8,936,506.04	\$.00
Total		\$8,936,506.04	\$2,109,189.83	\$11,173,037.79	\$8,936,506.04	\$8,936,506.04	\$.00

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

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

State Official: