



# FY2024 OKLAHOMA ANNUAL REPORT



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GOVERNOR OF OKLAHOMA

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## **Preface**

It is with great pride and a shared commitment to the safety and well-being of all Oklahomans that OHSO presents the Federal Fiscal Year 2024 Annual Report for the Oklahoma Highway Safety Office (OHSO). This report provides a comprehensive overview of the programs, initiatives, and strategies implemented over the past year, highlighting our dedicated efforts to reduce fatalities, prevent injuries, and enhance safety on Oklahoma's roadways.

Throughout FFY2024, OHSO has collaborated with numerous local, state, and federal partners to address key traffic safety concerns, including impaired driving, occupant protection, speeding, distracted driving, pedestrian and pedalcyclist, and motorcycle safety. With a data-driven approach, we have identified areas where interventions are needed most and have allocated resources to programs that address these critical needs.

The work reflected in this report was accomplished thanks to the dedication and perseverance of our law enforcement agencies, educators, community partners, and advocates, who share our commitment to saving lives and making Oklahoma's roads safer. Each initiative, whether a high-visibility enforcement campaign or a grassroots community outreach effort, plays a crucial role in promoting safer driving habits and influencing positive behavioral changes among all road users.

This annual report not only highlights the accomplishments of the past year but also provides insights into the challenges that lie ahead. Traffic safety is an ongoing and evolving field, and we remain steadfast in our mission to adapt, innovate, and continuously strive for a future with zero traffic fatalities and injuries.

## 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, engagement and engineering programs



## Executive Summary

This report fulfills the requirements outlined in 23 CFR Part 1300.35, mandating the submission of an Annual Report within 120 days after the end of the fiscal year.

Oklahoma continues to make progress in reducing fatalities and serious injuries on roadways. However, these advancements are hindered by excessive regulations and limited funding from NHTSA. Despite the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), increasing NHTSA's budget by 50%—from \$1 billion to \$1.5 billion—the Highway Safety Grant Programs only saw a modest 12% funding increase for FY23, with an additional 2% increase planned for FY24 to FY25. Meanwhile, NHTSA's administrative and operational expenses are rising disproportionately, with a 4% increase in administrative costs and significant growth in rulemaking and research budgets (38% increase from FY23 to FY25).

While the FY23 appropriation for Highway Traffic Safety Grant Program Activities was \$922.8 million, the FY25 request is \$831.4 million—a 10% decrease due to the loss of Federal Highway Administration (FHWA) funding. Formula Grant (Section 402) and National Priority Safety Programs (Section 405) funding is projected to rise slightly, from \$717.4 million in FY23 to \$746 million in FY25, representing less than a 4% increase.

Additionally, NHTSA's FY25 budget allocates \$16.8 million to equity initiatives, yet no guidelines have been provided to States on how to meet these goals, leaving this critical area unaddressed for three years. Inflation and outdated funding formulas further diminish States' purchasing power, as Section 405 programs remain tied to 2009 funding levels. NHTSA continues to increase its administrative expenses beyond the 2% safety funding increase allocated to States, exacerbating these challenges.

The recent increase in the de minimis rate for indirect costs—from 10% to 15%, effective October 1, 2024—further reduces funds available for direct program implementation. In some cases, federally approved indirect cost rates reach as high as 50%, meaning significant portions of grant funding go untracked and unaccounted for, directly impacting States' ability to deliver highway safety initiatives effectively.

Despite Public Law 117-58 mandating NHTSA to approve or deny grant applications within 60 days of submission, the agency begins this process on August 1 each year, delaying States' ability to finalize funding requirements for the fiscal year starting October 1. This delay undermines grant recipients' ability to execute their programs on schedule. Furthermore, while Title 23, U.S.C. Sections 402 and 405 provide clear statutory requirements for highway safety programs (spanning 20 pages), NHTSA has developed extensive additional regulations under 23 CFR Part 1300, spanning 75 pages. These added rules impose unnecessary administrative burdens, limiting States' flexibility and reducing program efficiency.

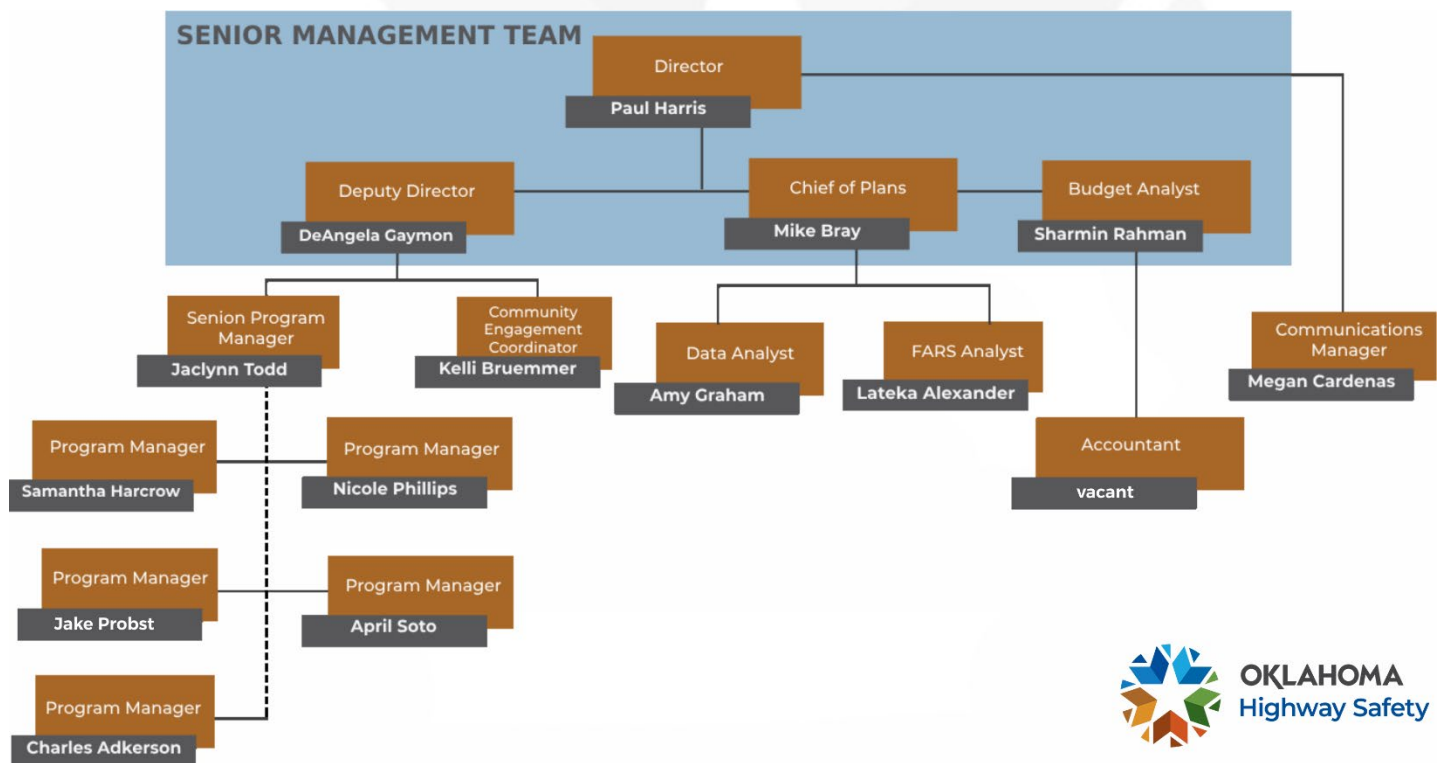
While the IIJA has introduced some flexibility for States to address broader safety concerns, NHTSA's interpretation and rulemaking have constrained the States' abilities to deliver quantifiable and effective Highway Safety Programs. We remain committed to collaborating with NHTSA to reduce roadway fatalities and serious injuries, ensuring the safe travel of all road users.

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 the increase of the number of projected fatalities from the current safety level to 755 in benchmark year 1-2024.**

Based on FARS data for 2022, there were 710 fatalities, which is well above the target of 656. Oklahoma data for 2023 shows a slight decrease in fatality crashes, 706; however, the OHSO does not have enough preliminary Oklahoma data for 2024 to evaluate whether this target will be met. Currently, the OHSO lacks sufficient preliminary Oklahoma data for 2024 to determine whether the target will be met. The OHSO attributes the increase in fatalities over the past three years largely to behavioral changes following the COVID-19 pandemic. To address this issue, Oklahoma will prioritize the highest fatality rate programmatic area in the FY26 Adjusted Triennial Highway Safety Plan.

### **C-2 Number Serious (A) Injuries**

**Target C-2: To decrease the number of Serious (A) injuries from the current safety level to 2121 in benchmark year 1-2024.**

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 2024 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 projected increase of the total fatalities per 100M VMT Rate, from the current safety level to 1.69 in benchmark year 1-2024.**

It appears that Oklahoma will meet the 2024 target of 1.69 Fatality Rate based on the preliminary Oklahoma data. FARS data for 2023 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 the current safety level to 203 in benchmark year 1-2024.**

Based on 2022 data, there were 219 unrestrained passenger vehicle occupant fatalities, which is well above the target of 181. Currently, the OHSO lacks sufficient preliminary Oklahoma data for 2024 to determine whether the target will be met. The OHSO attributes the increase in unrestrained fatalities over the past three years largely to behavioral changes following the COVID-19 pandemic. To address this issue, Oklahoma will prioritize occupant protection safety in the FY26 Adjusted Triennial Highway Safety Plan.

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

**Target C-5: To limit the projected increase in the number of fatalities involving a driver/operator .08 or more BAC from the current safety level to 209 in benchmark year 1-2024.**

This performance measure presents significant challenges in data collection. FARS data for 2022 reported 186 fatalities, which did not meet the target of 181. Currently, the OHSO lacks sufficient preliminary Oklahoma data for 2024 to determine whether the target will be met. The OHSO attributes the increase in alcohol-related fatalities over the past three years largely to behavioral changes following the COVID-19 pandemic. To address this issue, Oklahoma will prioritize impaired driving prevention in the FY26 Adjusted Triennial Highway Safety Plan.

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

**Target C-6: To limit the project increase in the number of speed-related fatalities from the current safety level to 236 in benchmark year 1-2024.**

FARS data for 2022 showed a decrease in speed-related fatalities, 159, which is well above the target of 120. The OHSO believes the rise in speed-related fatalities can largely be attributed to behavioral shifts following the COVID-19 pandemic; however, recent data suggests a downward trend. To address this issue, Oklahoma will prioritize speed management in the FY26 Adjusted Triennial Highway Safety Plan.

### **C-7 Motorcyclist Fatalities**

**Target C-7: To limit the projected increase in the number of motorcycle fatalities from the current safety level to 100 in benchmark year 1-2024.**

FARS data for 2022 showed a slight increase, 93, which is still trending upward compared with rates from previous years. The OHSO does not have enough preliminary Oklahoma data for 2024 to evaluate whether this target will be met. While the three-year rolling average remains relatively static, it is elevated compared to previous years' data.

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

**Target C-8: To limit the project increase in the number of unhelmeted motorcycle fatalities from the current safety level to 63 in benchmark year 1-2024.**

Finalized Oklahoma 2022 data shows a significant decrease from 2021, 43; however, the OHSO does not have enough preliminary Oklahoma data for 2024 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 the current safety level to 87 in benchmark year 1-2024.**

Finalized Oklahoma 2022 data shows a slight increase, 98, from FARS 2021. Currently, the OHSO lacks sufficient preliminary data for 2024 to assess whether the target will be achieved. The OHSO believes the rise in young-drivers' fatalities can largely be attributed

to behavioral shifts following the COVID-19 pandemic; however, recent data suggests a downward trend. To address this issue, Oklahoma will prioritize young-drivers' safety in the FY26 Adjusted Triennial Highway Safety Plan. While the three-year rolling average remains relatively static, it is elevated compared to previous years.

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

**Target C-10: To limit the projected increase in the number of pedestrian fatalities from the current safety level to 94 in benchmark year 1-2024.**

Finalized Oklahoma 2022 data shows a slight increase, 96, from FARS 2021. Currently, the OHSO lacks sufficient preliminary data for 2024 to assess whether the target will be achieved. The OHSO believes the rise in pedestrian-related fatalities can largely be attributed to behavioral shifts following the COVID-19 pandemic; however, recent data suggests a downward trend. To address this issue, Oklahoma will prioritize pedestrian safety in the FY26 Adjusted Triennial Highway Safety Plan. While the three-year rolling average remains relatively static, it is elevated compared to previous years

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

**Target C-11: To limit the projected increase in the number of pedal cyclist fatalities from the current safety level to 15 in benchmark year 1-2024.**

The finalized 2022 Oklahoma data **indicate** an increase of 15 fatalities compared to FARS 2021. Currently, the OHSO lacks sufficient preliminary data for 2024 to assess whether the target will be achieved. The OHSO believes the rise in pedalcyclist-related fatalities can largely be attributed to behavioral shifts following the COVID-19 pandemic; however, recent data suggests a downward trend. To address this issue, Oklahoma will prioritize pedalcyclist safety in the FY26 Adjusted Triennial Highway Safety Plan. While the three-year rolling average remains relatively static, it is elevated compared to previous years.

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

**Target B-1: To increase the statewide safety belt use rate from the current safety level to 84.7 in benchmark year 1-2024.**

The 2024 seatbelt use rate of 86.4%, a significant increase from 2023, 81.2%, which shows Oklahoma met the projected seatbelt use rate, which OHSO attributes to the stronger emphasis placed on the occupant protection program area. 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 the current safety level to 307 in benchmark year 1-2024.**

Through the partnership with OSBI, Oklahoma is seeing more accurate tracking of this metric. The data results are suspected of or found to be in the person's system, including prescription medications, which may not be the direct cause of the crash. However,

Oklahoma 2023 data appear to be static over 2021 and 2022. The OHSO does not have enough preliminary Oklahoma data for 2024 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 FY26 Adjusted 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. Although, this requirement has been waived in recent years, 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.

In 2024, the Oklahoma Highway Safety Office (OHSO) reaffirmed its dedication to public participation and engagement as a cornerstone of its mission to improve traffic safety statewide. Through innovative programs and collaborative outreach, OHSO engaged residents, organizations, and stakeholders to create safer Oklahoma roadways for all users. Below are the highlights of OHSO's public engagement efforts:

### **Teen Driver Safety Training Initiative**

Oklahoma became the first in the Nation to require a Work Zone and First Responder Safety Training Course as part of the licensing process for teen drivers. This interactive course enhances young drivers' understanding of safety protocols in high-risk scenarios through videos, quizzes, and real-life simulations. To encourage participation, the program offers college scholarship opportunities. Since its launch, over 60,000 teens have completed the training, setting a new standard for proactive driver education.

### **Community Traffic Safety Forums**

OHSO hosted a series of community forums across Oklahoma, providing residents an opportunity to discuss traffic safety challenges and propose solutions. These forums encouraged open dialogue, and the feedback gathered was integral to shaping strategic plans and prioritizing funding for local safety initiatives.

The below survey was provided to college age attendees at the Southern Nazarene University's Safety Day, November 19, 2024.

## Survey Questions:



### SNU Traffic Safety Survey

This short survey is completely anonymous, but will assist the Oklahoma Highway Safety Office in guiding efforts to keep people safe on our roads.

1. To begin, what year were you born? (XXXX) \*

Enter your answer

2. How often do you wear your seat belt when driving a car or riding as a passenger? \*

- ☐ Every time
- ☐ Most of the time
- ☐ Never

3. Have you ever DRIVEN a vehicle when you knew you were buzzed, drunk, or high? \*

- ☐ Yes
- ☐ No

4. Have you ever RIDDEN in a vehicle with a driver that was buzzed, drunk, or high? \*

- ☐ Yes
- ☐ No

5. If you answered YES to either of the prior two questions, what kept you from making other arrangements to get to your destination?

- ☐ Cost of Uber/Lyft is too high
- ☐ Didn't want to leave my vehicle
- ☐ We weren't going that far
- ☐ Afraid to get in trouble
- ☐ No other options
- ☐ Other

6. How often do you drive more than 10 mph over the posted speed limit? \*

- ☐ Daily
- ☐ Sometimes
- ☐ Never



## Results by Program Area:

- **Average Age:** 21
- **Impaired Driving:** 86% of respondents claim to never have driven a vehicle while buzzed, drunk or high, while 64% of respondents claim to never have ridden in a vehicle with the driver impaired.
- **Occupant Protection:** 72% of respondents claim to wear their seat belt every time when operating or riding in a vehicle.
- **Speeding:** 63% of respondents claim to “sometimes” drive more than 10 mph over the posted speed limit, while 22% say they do it “daily”.
- **Barriers to Safer Choices:** When asked what prevents them from making alternative arrangements, the majority cited "no other options" as the primary reason.

These results highlight encouraging behaviors in some areas but underscore the need for targeted strategies to influence youth and drive the behavioral changes necessary for safer roadways.

## Youth Engagement through Schools and Community Groups

OHSO partners worked closely with schools and community organizations to bring traffic safety education to younger audiences. Initiatives included:

- Hosting engaging safety assemblies in middle and high schools.
- Distributing digital and print educational resources.
- Sponsoring creative contests, such as poster and video competitions, that empowered students to advocate for safe driving practices.

## Stakeholder Collaboration and Partnerships

OHSO partnered with local governments, nonprofit organizations, and private entities to amplify the reach of traffic safety initiatives. These collaborations resulted in joint campaigns addressing critical issues like seatbelt and child restraint use, impaired driving prevention, and pedestrian safety, maximizing the impact of shared resources and expertise.

## Way Ahead

As we look toward 2025, OHSO remains committed to enhancing public participation and engagement. By building on the successes of 2024 and exploring innovative approaches to collaboration, OHSO will continue working toward a safer and more connected Oklahoma.

## Traffic Safety Surveys

Through agreements with our partners, the OHSO conducted statewide traffic safety surveys in 2024.

- Statewide Seat Belt Use Survey – M2OP-24-02-03-04
- Statewide Child Restraint Use Survey – M2OP-24-02-03-04

## 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.
- Responsible for *Workzone Safe* program that raises awareness of work zone safety.
- Public-private partnerships for infrastructure improvements in the area.

### ***Other Notable Events***

- “Trooper Nick Dees Distracted Driving Mobilization” – This is the fourth year for this event and with great participation across the state. The mobilization resulted in over 9,700 written citations, of which nearly 900 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 in FY25.

## Legislative Update

In FY2024, Oklahoma became the first state to mandate a work zone and first responder training course for teen drivers before they obtain their driver's license. By mandating this training, the state is ensuring that teens not only gain experience in basic driving but also understand the unique hazards of driving through work zones and navigating through emergency situations.

The use of engaging tools like videos, quizzes, and college scholarship incentives is an innovative way to encourage participation and make the learning process more

interactive and appealing to teenagers. The fact that over 60,000 teens have already completed the training is a strong indicator of its effectiveness in raising awareness.

## **Enforcement Activity**

A total of fifty-six (56) law enforcement agencies received grants for FY24, which included funding for overtime traffic enforcement activities. These efforts resulted in a total of 157,037 citations being issued.

## **Nationwide Mobilizations**



Oklahoma participated in the 2024 *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 FY2024 Annual Grant Application (AGA) 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 FY2024, the Oklahoma Highway Safety Office (OHSO) awarded grants to two law enforcement agencies (LEAs) statewide, including the Oklahoma Highway Patrol (OHP), to support enforcement, training, and educational activities targeting impaired driving across much of the state. While OHSO partnered directly with these two agencies for impaired driving initiatives, nearly all of our 56 LEA partners—except for ten—reported at least one DUI arrest during the fiscal year. Collectively, these efforts resulted in 3,384 impaired driving arrests.

Several initiatives were implemented to enhance training and education for judges and prosecutors on impaired driving offenses. Additionally, a targeted project successfully reduced toxicology result turnaround times from 143 days to 98.9 days, while also decreasing the case backlog from 1,363 cases in October 2023 to 447 cases by September 2024.

Utilizing funds from Section 402 and Section 405(d), Oklahoma developed a comprehensive Statewide Impaired Driving Plan. This plan emphasizes sustained high-visibility enforcement of impaired driving laws, along with public education, media outreach, and judicial and prosecutorial training. All enforcement grantees are required to submit monthly reports documenting the number of impaired driving citations issued.

### Impaired Driving Program Activities

#### Impaired Driving Statewide Enforcement Activities

Project Number	Project Title
M5HVE-24-03-01-18	Impaired Driving Liaison (IDL) Project
AL-24-03-01-18	OHP Impaired Driving Enforcement

The Impaired Driving Liaison (IDL) project employs full-time Highway Patrol Troopers who serve as liaisons to implement ENDUI checkpoints and saturation patrols across Oklahoma's 13 Highway Patrol field Troops. These Troopers also lead Public Information and Education (PI&E) events, supporting national highway safety goals aimed at reducing motor vehicle collisions, with a particular focus on preventing impaired driving incidents, especially those involving drug use.

IDLs provide critical assistance to local law enforcement agencies and Oklahoma Highway Patrol (OHP) field Troops, enhancing impaired driving enforcement efforts. Through the ENDUI initiative, the project addresses the growing challenge of alcohol- and drug-related impaired driving statewide. Each month, regional multi-jurisdictional enforcement events are coordinated, including DUI checkpoints, saturation patrols, and specialized training sessions.

During the FY24 grant year, Impaired Driving Liaisons (IDLs) successfully planned, coordinated, and executed high-visibility enforcement activities across five regions statewide. Impaired driving crash data for each geographical Troop was analyzed to identify priority counties for targeted enforcement. This data guided the allocation of

overtime hours to areas with the highest rates of impaired driving crashes. Troop Commanders were tasked with ensuring that the budgeted overtime funds were utilized each month in these high-priority counties to maximize the impact of enforcement efforts. These allocations ranged from 1% to 10% for rural areas, up to 26% for the Oklahoma City Metro (Troop A) and 23% for the Tulsa Metro (Troop B). The enforcement activities, which included ENDUI checkpoints and saturation patrols, operated with a "zero-tolerance" policy toward impaired driving, whether related to alcohol or drugs. Prior to each checkpoint, participating law enforcement personnel were provided with a detailed operational plan that outlined key procedures, including vehicle selection, brief driver screenings for impairment, and other event-specific protocols. After each operation, a comprehensive debriefing was conducted to review activities, document outcomes, and identify opportunities for improvement. This data-driven, strategic approach ensured that enforcement efforts were concentrated where they were most needed, enhancing the effectiveness of the IDL program in reducing impaired driving incidents across Oklahoma. As a result of these efforts, 1,273 DUI arrests were made during FY24, with over 100 arrests directly attributed to the IDLs. Additionally, 260 PI&E events were conducted, further reinforcing the importance of impaired driving prevention and education across Oklahoma.

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.

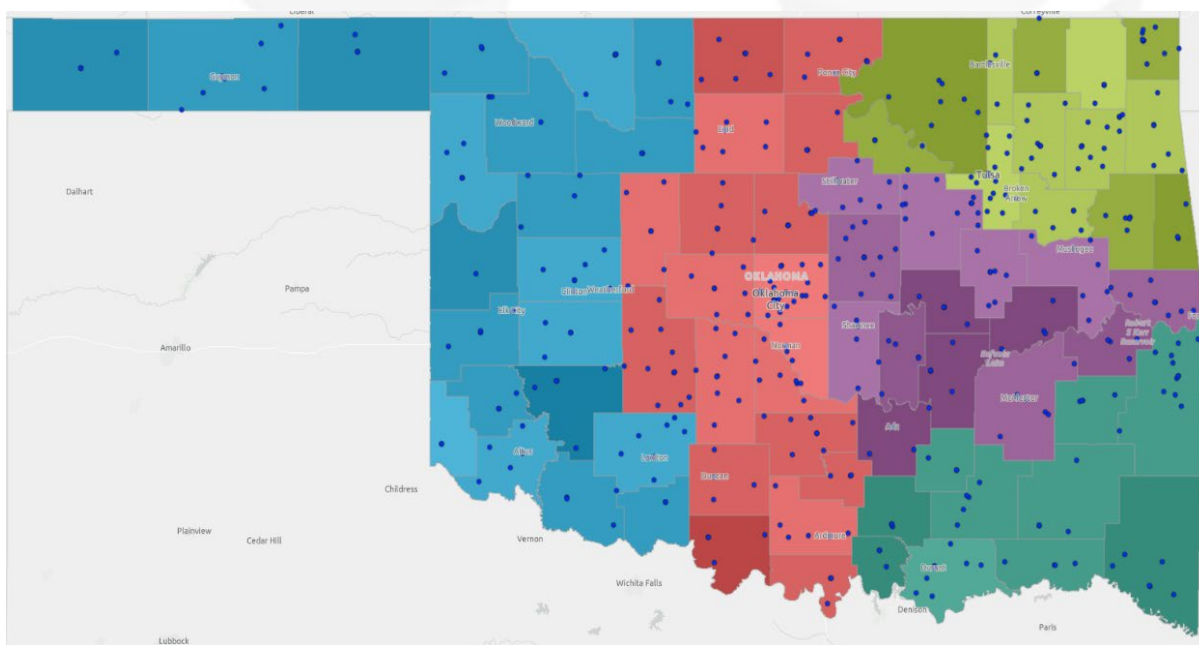


Figure 1: 2020 IDL Regions

### ***Impaired Driving Training, and Testing Activities***

<b>Project Number</b>	<b>Project Title</b>
M5CS-24-02-01-02	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. A total of 1053 cases were monitored and held more than 24 PI&E events for FY24.

<b>Project Number</b>	<b>Project Title</b>
M5BAC-24-02-02-02	Judicial Outreach Liaison (JOL) Project

Criminal justice professionals play an important role in the enforcement, prosecution, and adjudication of impaired driving offenses. This group of professionals is ever evolving as new professionals enter the field and new laws are put in place. Therefore, continued training and outreach is vital in the success of the statewide impaired driving program. Peer-to-peer training, education, and outreach has proven to be a best practice to reach many different groups of people, including judges and other criminal justice professionals. The availability of the Judicial Outreach Liaison is vital in providing this peer-to-peer contact for new and continuing judges to help them remain up to date with adjudication requirements and options, specifically with regard to impaired driving cases.

<b>Project Number</b>	<b>Project Title</b>
M5BAC-23-02-01-01	Oklahoma Drug Recognition Expert (DRE) Training

The DRE training project did not certify new Drug Recognition Expert (DRE) students during FFY24 due to challenges encountered during the field certification phase of training. To address this, alternative field certification locations will be utilized in FY25. No new instructors were trained this year, as Oklahoma's enhanced standards maintain a maximum number of instructors. However, participation among current DRE instructors was reviewed, and non-participating instructors will be decertified, making way for new instructor certifications in FY25.

Despite these challenges, the project achieved significant milestones, including the completion of 26 ARIDE, SFST training sessions, and Oklahoma Challenge events throughout the year. Additionally, 41 digital evaluations were conducted during the project period.

Other notable successes included strengthening relationships with highway safety personnel and initiating discussions on program improvements. These conversations

also explored the potential for creating a full-time position to manage grant activities, laying the groundwork for long-term program enhancements.

Project Number	Project Title
M5BAC-24-05-01-16	OSBI Impaired Driving Testing

The OSBI Forensic Toxicology Laboratory provides scientific laboratory results for blood alcohol and blood drug cases to District Attorneys and law enforcement officers across the state for prosecutorial purposes pursuant to Title 74 of the Oklahoma State Statutes. The OSBI Forensic Toxicology Unit is the only lab in Oklahoma to provide DUID analysis to criminal justice agencies. Increased enforcement activity throughout the state increases the number of blood kit submissions to the OSBI laboratory. The goal of the Forensic Toxicology Unit (FTU) is to increase the percentage of samples tested and confirmed for the presence of drugs through OSBI processes from 70% in FFY2023 to 100% in FFY2024. The FTU continues to test 100% of the cases received for alcohol and drugs. The goal is to keep this new standard and work towards reducing the turnaround time for cases. During FFY2024 successfully reduced toxicology result turnaround times from 143 days to 98.9 days, while also decreasing the case backlog from 1,363 cases in October 2023 to 447 cases by September 2024.

Project Number	Project Title
M5TR-24-05-01-01	OBOT Evidential BA Testing - Training and Technology

The goal of the project was to begin replacing the state's existing outdated breath testing equipment and train law enforcement as it was deployed. Evidential breath test devices are State-approved, are required for civil license suspension, and can be used as evidence in criminal court. They are used to effectively measure BAC, thereby, expediting administrative action against an impaired driver. Significant achievements were the successful purchase and receipt of 40 Intoxilyzer 9000 Instruments, the successful manufacturer training attended by all staff, and the successful software\firmware discussions although the development is queued with the software engineers.

Project Number	Project Title
M5TR-24-02-02-02	Traffic Safety Resource Prosecutor Program

The TSRP provided training to prosecutors, law enforcement officers, highway safety practitioners, and court personnel regarding the effective enforcement, prosecution, and adjudication of impaired driving laws. The TSRP provided technical assistance to numerous prosecutors, law enforcement agencies, and the state driver licensing authority. This technical assistance came in the form of research projects, brief writing, and responses to telephone and email inquiries providing guidance regarding emerging or ambiguous legal issues. The TSRP produced and distributed a number of training bulletins related to traffic safety generally, specifically with regard to legislative updates or

ambiguous legal questions. At least one elected district attorney reconsidered the ordering of ignition interlocks in plea bargains related to impaired driving cases as a result of training provided by the TSRP grant. According to anecdotal evidence from FTOs, the report writing skills of the officers attending the TSRP Report Writing and Cops in Court training were significantly improved.

Project Number	Project Title
M5PEM-24-02-01-05	Impaired Driving Traffic Safety Media

In support of national and state high visibility enforcement campaigns, media project objectives include reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above and educating the public on the risks of impaired driving. The goal of the education and awareness-raising campaigns and activities for this agreement is to influence the attitudes, beliefs, or behavior of people through information and education. Metrics and targets are available in additional documentation. VI implemented campaigns for Click It or Ticket, summer impaired driving, distracted driving and motorcycle safety throughout the State, utilizing data to target specific demographics and locations with digital and traditional tactics. VI aided OHSO with the Oklahoma Traffic Safety Summit. VI routinely held two meetings a month to give routine status updates and reporting to ensure proper communication and approvals took place.

### ***Impaired Driving Projects Not Implemented or Activity Less Than Anticipated***

All Impaired Driving projects met or were near meeting all activity goals for the FY.



## Occupant Protection (OP) Program Summary

The 2024 Oklahoma Statewide Seat Belt Use Rate survey revealed a significant improvement, with seat belt usage rising from 81.2% in the previous year to 86.4%. Similarly, the 2024 Child Restraint survey showed a notable increase, from 87.8% to 92.8%. To ensure accountability, all traffic enforcement grantees are required to submit monthly reports detailing the number of occupant protection citations issued during grant-funded operations. Oklahoma also participated in the 2024 *Click It or Ticket* national mobilization from May 20 to June 2, targeting seat belt and child restraint compliance. This effort resulted in 54,163 enforcement contacts, including 12,480 occupant protection-specific citations, over 12,007 enforcement hours—yielding an average of 0.22 contacts per enforcement hour.

### Occupant Protection Program Activities

#### Occupant Protection Statewide Enforcement Activities

Project Number	Project Title
OP-24-02-04-24	OHP Statewide HVE OP Enforcement
OP-24-03-06-18	OHP Statewide OP Enforcement

The OHP Statewide Occupant Protection Enforcement project targeted unrestrained motorists including front seat passengers and children under 8 years of age on Oklahoma roadways to reduce unrestrained fatalities in Oklahoma. The Oklahoma Highway Patrol is divided into 13 field Troops, A through M. Data collected from unrestrained KAB collisions and fatalities across the State was used to determine problem areas and high priority counties. Enforcement was concentrated in counties identified in the 2022-23 Statewide Seat Belt Survey as having low use rates. Troopers made 24,320 traffic stops for fiscal year 2024 which exceeded the grant milestone. Troopers also had 17,782 occupant protection contacts for FY24 which was a much higher number than past years. Our enforcement was very aggressive this year. It should be noted that Troopers also arrested 49 impaired drivers during these shifts which is an increase from last year of 21 DUI arrests. Numerous warrant arrests were also made as a result of working OP enforcement.

Troopers conducted 84 PI&E events during the year which exceeded the milestone of 70 events. Many of these events were car seat checks and Oklahoma Challenge safety programs as well as other school programs.

The Oklahoma Highway Patrol along with the assistance of the OHSO created an Overtime Occupant Protection Enforcement Strategic Plan for fiscal year 2024. This strategic plan includes a data-driven focus utilizing the most recent state crash data available. The National Highway Traffic Safety Administration supports a data-driven approach to traffic safety planning. Grant funded OP enforcement and PI&E efforts were deployed based on this strategic plan. Project activities supported specific identified OP emphasis events conducted during the project year. 49 impaired drivers were arrested

as a result of the OP enforcement funding which was over double the number from last year. The Impaired Driving Liaisons conducted OP saturation events during May and June as well as September for Child passenger safety week. They conducted 22 OP saturation events during those campaigns. These projects exceeded both goals of the grant in hours dedicated to the Click It or Ticket Mobilization and year-round OP HVE efforts. In total Troopers working project enforcement completed over 10,000 hours and dedicated 115 hours to PI&E efforts within the community.

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

<b>Project Number</b>	<b>Project Title</b>
B2CPS-4-02-02-26 M2CPS-24-02-01-26 M2TR-24-02-01-26	Safe Kids Oklahoma (SKO) Statewide CPS Program
OP-24-02-04-24 B2CPS-24-02-03-24 M2CPS-24-02-02-24 M2TR-24-02-02-24 UNATTD-24-02-02-02 STCPS-24-02-01-24	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 2311 child seats for correct installation and use.
- Distributed 1674 car seats for families in-need.
- Sponsored 193 community car seat checkup events.
- Conducted 92 community child seat workshops provided in English and Spanish, reaching 1216 parents and caregivers.
- Conducted 21 technician certification/recertification courses for 159 technicians.

Oklahoma's recertification rate remained static. The State recertification rate of 51% is higher than the National recertification average of 50.62%.

SKT hosted the 17<sup>th</sup> Annual Martha Collar Tech Reunion (MCTR) – Oklahoma's Statewide conference. The MCTR Project is presented each year to allow an opportunity for CPS Technicians and Instructors to obtain CEUs for recertification. The MCTR had 200 participants with 181 CPS technicians and 18 instructors attending. The event included a

half day CPS Instructor Workshop that provides professional development for CPS Instructors and Instructor Candidates.

***Occupant Protection Local Agency Program Activities***

No local agencies participated in the OP program area for FY24.

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

Project Number	Project Title
OP-24-03-01-01	Marshall CoSO OP

The project was canceled before the beginning of the FY at the request of the grantee due staffing shortage.



## Police Traffic Services (PT)/Speed Management (SE) Program

### Summary

The primary objective of Police Traffic Services (PTS) grants is to reduce fatal and serious injury crashes within their respective communities by increasing targeted traffic enforcement. This effort aligns with the broader goal of decreasing the overall number of fatalities and serious injuries in vehicle crashes statewide. Similar to impaired driving and occupant protection initiatives, all enforcement grants must report the number of violations issued for impaired driving, occupant protection, and speeding during grant-funded enforcement activities.

### PTS & SE Program Activities

This year, 54 general traffic services enforcement grants were awarded to support local community initiatives, with five specifically dedicated to speed abatement efforts. All general enforcement projects are strongly encouraged to incorporate ongoing speed enforcement as a core component of their initiatives.

Project Number	Project Title
PT-24-03-01-02	Atoka, City of
PT-24-03-02-10	Bethany Police Department
PT-24-03-03-23	Bixby Police Dept, City of
PT-24-03-04-24	Broken Arrow, City of
PT-24-03-05-06	Bryan County
PT-24-03-06-05	Caddo County
PT-24-03-07-15	Calera, Town of
PT-24-03-08-01	Catoosa, City of
PT-24-03-09-04	Choctaw, City of
PT-24-03-10-02	Cleveland County
PT-24-03-11-04	Creek County Sheriff's Office
PT-24-03-12-09	Del City Police Dept
PT-24-03-13-21	Durant, City of
PT-24-03-14-26	Edmond Police Department
PT-24-03-15-20	Enid, City of
PT-24-03-16-01	Eufaula Police Dept, City of
PT-24-03-17-02	Glenpool, City of
PT-24-03-18-01	Guthrie, City of
PT-24-03-19-11	Idabel, City of
PT-24-03-20-21	Lawton, City of
PT-24-03-21-15	McAlester, City of
PT-24-03-22-04	McIntosh County
PT-24-03-23-21	Midwest City, City of
PT-24-03-24-03	Moore Police Department
PT-24-03-25-01	Muscogee (Creek) Nation
PT-24-03-26-02	Newcastle, City of

PT-24-03-27-01	Noble County Sheriff's Office
PT-24-03-28-01	Nowata County Sheriff's Department
PT-24-03-29-20	Oklahoma City Police Department
PT-24-03-30-17	Oklahoma County
PT-24-03-31-06	Osage County Sheriff's Office
PT-24-03-32-19	Owasso Police Dept, City of
PT-24-03-33-01	Poteau Police Dept, City of
PT-24-03-34-14	Pottawatomie Sheriff's Office, County of
PT-24-03-35-01	Pryor Police Dept
PT-24-03-36-02	Purcell Police Department
PT-24-03-37-06	Rogers County
PT-24-03-38-01	Sand Springs Police Department
PT-24-03-39-12	Sapulpa Police Department
PT-24-03-40-18	Shawnee, City of
PT-24-03-41-01	Skiatook Police Department
PT-24-03-42-01	Stillwater Police Department
PT-24-03-43-17	Tulsa Police Dept, City of
PT-24-03-44-02	Tuttle, City of
PT-24-03-45-02	Verdigris Police Department
PT-24-03-46-02	Warr Acres Police Dept
PT-24-03-47-01	Webbers Falls Police Dept
PT-24-03-48-01	Woodward, City of
PT-24-03-49-02	Yukon, City of
SE-24-03-01-01	Ardmore PD Speed Enforcement
SE-24-03-020-01	Cleveland PD Speed Enforcement
SE-24-03-03-01	Coweta PD Speed Enforcement
SE-24-03-04-17	Tulsa County SO Speed Enforcement
SE-24-03-05-05	Wagoner County SO Speed Enforcement

The participating local agencies issued a total of 117,257 traffic violation citations, including 54,871 for speeding, 10,513 for occupant protection violations, and 429 for driving under the influence (DUI).

Project Number	Project Title
AI-24-02-01-18	Traffic Homicide Unit (THU) Accident Investigation Training

The THU provided advanced crash investigation training to Oklahoma law enforcement partners and members of the Oklahoma Highway Patrol. In increasing officers' knowledge and skills, we enhance the accuracy and completeness of collision reporting, thus collecting more accurate crash data as to the cause and contributing factors of crashes occurring on Oklahoma roadways. This data is useful for agencies to formulate and enact traffic safety plans to target unsafe driving to reduce the number and severity of crash events. THU contracted 6 weeks of fundamental crash investigation training through IPTM, At-Scene Traffic Crash/Traffic Homicide Investigation (2 weeks), Advanced

Traffic Crash Investigation (2 weeks), and Traffic Crash Reconstruction (2 weeks). Eighty-three (83) law enforcement officers completed these courses. THU also emphasized Accreditation Commission of Traffic Accident Reconstruction (ACTAR) certifications this FY. Of the fifteen officers to attend, five passed the ACTAR. With those five the Oklahoma Highway Patrol now have eight ACTAR-accredited members. One hundred ninety-eight law enforcement officers received advanced crash investigation training this FY.

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

Project Number	Project Title
PT-24-03-47-01	Webbers Falls 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: 384 hours of high visibility enforcement.

Results 1: 0 hours

Milestone 2: 768 contacts

Results 2: 0 contacts

Milestone 3: 24 PI&E Activities

Results 3: 2 PI&E Activities

## Statewide Data Systems/Traffic Records Program Summary

Effective traffic safety improvement programs rely on the collection of relevant data to identify problems and evaluate the effectiveness of implemented countermeasures. The following projects funded by the Oklahoma Highway Safety Office (OHSO) in FY2024 were specifically designed to achieve these objectives.

### ***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.

### ***Projects Not Implemented or Activity Less Than Anticipated***

Project Number	Project Title
M3DA-24-06-01-01	OSDH – OKEMSIS & Trauma Registry Updates

This project was canceled due to the Request for Proposal's lengthy process. No reported activities or expenditures. This is a vital program for Oklahoma so it was added to the State Electronic Data Collection (SEDC) grant submission. If awarded, the SEDC grant allows for a 5-year project performance period, giving a better opportunity to implement complex projects like the technology and data improvements associated with the transition to NEMSIS v3.5.

## Motorcycle Safety Program Summary

The Oklahoma Highway Safety Office (OHSO) is currently analyzing preliminary motorcycle safety data for 2024. In response to the growing number of motorcyclists on state highways in recent years, Oklahoma has enhanced its efforts by expanding motorcycle training and education programs. The Oklahoma Advisory Committee for Motorcycle Safety and Education plays a vital role in this initiative, reviewing and recommending grant applications while gathering input from members and partners on critical motorcycle safety issues.

### Motorcycle Safety Program Activities

#### State-funded Motorcycle Safety Education Activities

Project Number	Project Title
STMC-24-02-08-26	Safe Kids Oklahoma OHV Safety Awareness Program

ATV Ride Safe Oklahoma as part of Safe Kids Oklahoma (SKO) expanded outreach to Oklahoma youth and families utilizing part-time contract staff to expand the Outdoor Education curriculum to all areas of Oklahoma and provided bilingual assistance delivering safety messages to areas with large Hispanic populations. We participated in large events such as Future Farmers of America and Family, Careers, and Community Leaders of America reaching thousands of young people. Safe Kids Oklahoma worked toward developing shorter classroom and library presentations that may enhance the program. ATV Ride Safe Oklahoma continues to demonstrate the feasibility of delivering a quality safety education program that, given the proper support, we will continue to expand. Funding from the Oklahoma Highway Safety Office enabled ATV Ride Safe Oklahoma to implement safety awareness programs at schools, community events, conduct hands-on rider courses to teens and adults.

#### Goals Met:

- A total of 75 events reached 29,572 participants. Events included school presentations, staffing booths at community events, and large events such as Future Farmers of America, and FCCLA.
- Developed a staff member who is bilingual to help reach Spanish speaking families and participated in several Spanish-only community events.
- Continued to translate educational materials into Spanish.
- Continued to build expertise in our OHV team through a staff development day.
- Conducted Rider Courses during the summer to train youth on ATVs.
- The documented 25 PI&E on social media sites
- Collected 130 retrospective pre-post style surveys from 4th grade students. The pre/post questions show a 13-point improvement in scores about wearing a helmet on an ATV. Out of 31 students that reported they sometimes or always were a passenger on an ATV, 16 of them stated they would choose to NOT be a passenger in the future.

### **Local Agency Motorcycle Safety Education Activities**

<b>Project Number</b>	<b>Project Title</b>
STMC-24-02-01-01	Broken Arrow Motorcycle Safety and Education
STMC-24-02-03-26	Edmond Motorcycle Safety and Education
STMC-24-02-06-01	Oklahoma City PD
STMC-24-02-11-17	Tulsa Motorcycle Safety and Education

The primary goal of these grant-funded projects is to reduce motorcycle crashes, particularly those resulting in serious injuries or fatalities. A key strategy to achieve this is educating and training motorcyclists on crash causes and prevention techniques. This is accomplished through weekend rider safety and skill courses, led by trained motorcycle officers from the participating local agencies.

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

<b>Project Number</b>	<b>Project Title</b>
STMC-24-02-01-01	Abate Charitable Services
STMC-24-02-04-13	Great Plains Technology Motorcycle Safety and Education
STMC-24-02-16-01	Metro Technology
STMC-24-02-05-03	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-24-02-07-13	OSU-OKC Motorcycle Safety Education

The above listed community-based grant-funded motorcycle safety and education projects for FY2024 provided MSF training and/or StR motorcycle safety and education events.

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

<b>Project Number</b>	<b>Project Title</b>
STMC-24-02-01-01	Abate Charitable Services

The ABATE FFY24 grant was cancelled May 30, 2024 due to lack of communication and no activity. No activity or expenditures for FY24.

<b>Project Number</b>	<b>Project Title</b>
STMC-24-02-07-13	OSU-OKC Motorcycle Safety Education

OSU-OKC's motorcycle school had projected six (6) 3Wheel Basic RiderCourses, five (5) 2Wheel Ready to Ride, two (2) 3Wheel Ready to Ride and three (3) Introductory Motorcycle Experience Courses for FFY24. The grant funded classes were not projected to start until March of 2024 and due to the program being shut down by OSU-Oklahoma City on March 31, 2024, these classes were not conducted. No activity or expenditures for FY24.



## Bicycle/Pedestrian Safety Program Summary

### Bicycle/Pedestrian Safety Program Activities

Project Number	Project Title
PS-24-02-02-10	INCOG Pedestrian/Bicyclist Safety Program

Travel with Care Tulsa (TwC) is a multi-faceted "rules of the road" safety campaign to spread safety education to the region and create safer streets for all modes of transportation. This is done through safety messages relayed through social media, public outreach, and education. The goal is to decrease fatalities and collisions in all modes of transportation with a focus on bicycles and pedestrians. Education is the largest element of this campaign, and a majority of that is done through our social media campaign. This year's campaign focused on telling people's stories in order to relay the message that we are all on the road and all want to get to our destinations safely. Our hope is that these messages reach a wider audience as the campaign grows to reduce the incident numbers and stress the importance of safety is the responsibility of everyone.

#### Goals/Milestones Met:

- Social Media Outreach: 110 social media posts created throughout the FY24 campaign.
- Social Media Outreach, bicycle/pedestrian videos: 5 paid ads were created, the "No matter what moves you" ads were targeted to all modes of transportation, telling individual stories to raise safety awareness for all road users.
- Social Media Analysis Reports: Compiled 12 monthly reports showing nearly a 4% increase in overall audience size, a 68% rise in organic shares, and an 8% boost in Instagram impressions. This shift in metrics reflects our new focus on meaningful engagement, audience education, and a cohesive ad strategy. Additionally, Meta's metric changes and a viral FY23 reel (Christmas Chute in Sapulpa) influenced last year's data.
- Events/exhibits completed: 5 events attended, and 2 locations where our fatality exhibit was displayed.
- Estimated attendees: 510+
- A&A Survey: Partnered with ETC Institute to develop and distribute an Attitude and Awareness survey in the Tulsa TMA.
- Full redesign of website: We worked with Resolute PR and Symmetric to redesign and launch the new website for Travel with Care Tulsa. The new website is easier to navigate and provides information on our campaign. It also displays our current social media posts as well as provides space to submit feedback.
- Travel with Care Photoshoot: Conducted a photoshoot with a local photographer to capture images promoting bicycle and pedestrian safety, including crosswalks, safe school routes, and motorist perspectives.

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. 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.

#### Goals/Milestones Met:

- Successfully completed a pre- and post-survey for the grant year.
- Every month ACOG works to create content that is focused on children, Spanish speaking people, and legible at all education levels.
- We have different campaigns such as Metro Family Magazine, or the OU daily, or with local media. We also have the monthly campaigns of Facebook, Instagram, etc. Overall, these different campaigns create numerous impressions and help to raise safety awareness.
- Anglin PR provides a monthly report and meets with staff bi-weekly to discuss social media strategy.
- The website is updated on a quarterly basis. A new blog feature for this new grant year will allow for more content.
- While the reporting shows 17 events, there were 21 outreach events for the last grant year. I've attached a printout with the list of events and their dates and sponsors.
- ACOG was able to distribute over 200 helmets, 100 rechargeable road quality bike lights, thousands of stickers (which may not be counted, hundreds of slap bands, dozens of reflective safety vests, hundreds of pedestrian lights. Even with the numbers we had there was always demand for more safety items.
- We were not able to match the number of signatures of our safety pledge to that of the number of items distributed. This can be due to the difficulty with asking/ requiring a signature for a safety item. However, for higher value items (helmets, lights, etc.) I do often require a signature.
- 7 school/library safety events over the last year.



Project Number	Project Title
PS-24-02-03-26	Safe Kids Oklahoma Bicycle/Pedestrian Safety Program

Safe Kids Oklahoma implemented a public information, education, and outreach program targeting children and families about risks associated while walking, biking, and sharing the road with motorists. The project supported and participated in events such as Walk This Way, International Walk to School Day, Spot the Tot training, Bike to School Day, and other related events/activities targeting children who walk or bike to school. Pre and post knowledge measurements and/or event evaluations were collected as appropriate for presentations with the assistance of community partners. Funding provided for full-time staff and contracted project personnel to facilitate planned education and outreach for many schools and community events across the state.

#### Goals/Milestones Met:

- Safe Kids OK had 148 bike/pedestrian events in 30 counties reaching 28,319 students and adults.
- We implemented 41 interactive courses in school gyms and 9 Oklahoma Challenge events reaching multiple schools each time.
- Sent Halloween Safety resources to 33 additional schools, reaching 2,879 2nd graders.
- Conduct bicycle and pedestrian safety education/outreach events for children and families at 61 community events, including 3 bike rodeos.
- The documented 44 PI&E; far exceeding our target of 24 for the year
- The BPS Coordinator attended the Shape Conference in April, 2024 and submitted reports.
- Continued to collect retrospective pre-post style surveys from 4th grade students and now have a total of 1504 responses over the course of three years. The pre/post questions show an improvement in knowledge of safe behavior from 50% to about 70%.
- Distributed 638 bike helmets accompanied by helmet fitting education.
- Continued to work consistently with underserved communities such as the Spero Project, Latino Community, Lilyfield, Headstart, Variety Care, Neighborhood Services Organization, and area churches. Strong partnership with the Native American Tribes through Safe Kids Naisha. We had a BPS booth in Anadarko at the annual Safe Kids Day Naisha.

## 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-24-02-01-20	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 126 presentations statewide, did participated in 16 public events, ie., State and County Fairs, Train Shows etc., and 3 keynote speaker events involving motoring public safety. Every person involved in the events and presentations are 100% volunteer. They are safety professionals and advocates from the railroad industry and railroad enthusiast. 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 4,582 people reached. These include but are not limited to grade school children to the professional drivers. 136 presentations consisted of 131.5 hours which were completely volunteer hours.

OKOL followed AASHTO strategies by,

- Improve driver training and licensing for both new drivers and commercial drivers, by providing education relative to safe practices for approaching and traversing highway-rail crossings.
- Combat the general lack of public awareness about highway-rail crossings by providing public service announcements to educate and remind motorists of the dangers of circumventing or purposely violating railroad crossing control devices.
- We also increased the number of Authorized Volunteers by adding 4 new, (Presenters), conducting safety presentations and/or outreach and RISC 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
DE-24-02-01-10	DCCCA - Distracted Driving Program

During the 2024-2024 School Year, 34 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 2023- 2024 the SAFE program served 15,576 students compared to 7,240 students served in the 2022-2023 school year. This was the first school year where we expanded to the Metro Area and we completed the school year with 10 Metro Schools and 24 Rural Schools. There was an average of 64% seat belt use among participating schools that submitted surveys for the beginning of the 2023-2024 school year. At the end of the 2023-2024 school year there was an increased average of 70% seat belt use at the same participating schools that submitted surveys. Of the 34 participating schools and groups, 9 submitted both a baseline and a final survey.

This grant year also includes the beginning of the 2024-2025 schools year. From August through September of the 2024-2025 school year, 19 schools have signed up for OK SAFE with 434 students on SAFE teams and 7,624 total high school students to be served. Of the 19 schools, all are returning schools from 2023-2024 making our current retention rate 100%.

Project Number	Project Title
DE-24-02-02-10	Education Alternatives - Distracted Driving Program

This grant year Education Alternatives (EA) exceeded the grant stated activities and did several big projects also contributing to a reduction in crash deaths and injuries. We successfully planned and initiated 21 events with 18 of those completed. One of the events, Great Plains Tech Ctr, September 23rd was reconfigured to just a Think Fast event due to a miscommunication with the host school. Murray State College event, September 25th, was cancelled due to a viral racial slur by Tishomingo students and a resulting security risk for that school and surrounding schools. We cancelled the high

school portion of the event for safety of the students. To enhance the contact with the schools who were planning on attending we delivered Tool kits and signs to them to prompt traffic safety campaigns in their schools and will continue to prompt them. The ThinkFast event was completed at MSC as planned.

EA's final numbers were 21 events with the following breakdown: 5 college events, 9 Oklahoma Challenge conferences, and 7 mini-challenges. 403 PI&E including social media, presentations, Traffic Safety Tuesday emails, and push notifications through the app. On top of meeting and exceeding our project goals, we promoted/ participated in the following: National Teen Driver Safety Week, Do Not Disturb While Driving Day in Oklahoma and nationally, the Distracted Driving planning committee on a national level, We also participated in 2 OERB events (These events are modeled after our events just without the ongoing aspects,) 18 additional presentations including presenting on our App Contest and assisting an Oklahoma Student present at the national Lifesavers Conference, a Tribal Safety -SSA in Action Event in Tulsa, and a USDOT Rural Road Safety Peer Exchange at the Capitol. Plus, we had another successful Drive Well App Contest with over 600 students sign up and about 300 active participants with successful safe driving improvement outcomes.

Project Number	Project Title
DE-24-02-04-03	TJohnE - Distracted Driving Program

In Fiscal Year 2024, the Oklahoma Highway Safety Office (OHSO) collaborated with TjohnE Productions, Inc. to implement the interactive awareness program, ThinkFast Interactive, in targeted communities to reduce teen motor vehicle injuries and fatalities. The program was delivered to eligible high schools in at-risk counties, including Blaine, Comanche, and Osage. It included ten educational events—eight at high schools and two at Oklahoma Challenge events—reaching a total of 1,545 students. The primary countermeasure employed was from Chapter 7: Young Drivers and included a focus on the Graduated Driver Licensing (GDL) system, promoting its three-phase approach to help novice drivers gain experience while reducing risks. Specific areas of emphasis under the GDL system were impaired driving, safety belt usage, speeding, distracted driving, and drowsy driving from the perspective of Oklahoma teen drivers. The program also addressed risky behaviors, subtle distractions, and the consequences of impaired driving, while highlighting the importance of passenger safety and responsible behavior. Evaluation was a critical component, with 765 pre-surveys and 476 post-surveys completed to assess program effectiveness. TjohnE crafted the content using reputable resources and ensured alignment with OHSO's safety messaging. The administration of surveys was conducted electronically, with active monitoring of participation and follow-up reminders to encourage completion. Overall, results revealed that participants in TFI experienced an impressive +32.82-point gain, translating to just over a 66% increase in knowledge from pre- to post-program evaluations.

Project Number	Project Title
DE-24-02-05-17	Tulsa County Teen Driver Education Program

The program is designed to teach teen drivers different strategies to avoid dangerous traffic crashes and a variety of driving skills. The 8-hour course teaches teens how to prevent crashes through defensive driving techniques and evasive maneuvers, while changing driving behaviors. The teens take a pre and post written test through the course as to provide insight as to the project effectiveness. The teens do several different driving maneuver sections of the course this includes lollipop, emergency braking, serpentine, backing, evasive, and off-road recovery. All instructors are Oklahoma CLEET certified Law Enforcement Driver Training (LEDT) instructors. The project completed 75% of the scheduled classes. The fourth class was cancelled due to location requirements. 32 PI&E events were reported. (1st quarter had 0. 2nd quarter had 3. 3rd quarter had 19. 4th quarter had 10). Weather impacts when the courses are scheduled, and PI&E events increase as the date for courses becomes closer. A total of 131.25 OT hours were completed by instructors. This does not include the number of comp-time hours some instructors are required to earn based on rank and agency policies. Overall, this is a successful project.



## Media Program Summary

In Fiscal Year 2024, the Oklahoma Highway Safety Office (OHSO) continued its commitment to reducing traffic-related fatalities and serious injuries through strategic media campaigns. By leveraging data-driven approaches, targeted messaging, and collaborative partnerships, the OHSO successfully raised public awareness about critical safety issues, including impaired driving, seat belt usage, and pedestrian and pedalcyclist safety. These efforts not only reached diverse audiences across the state but also demonstrated measurable impacts on driver behavior and community engagement. The following highlights showcase the successes of OHSO's media campaigns during FY 2024.

### **OHSO**

The Oklahoma Highway Safety Office (OHSO) launched a powerful campaign to emphasize the importance of choosing the right car seat for children and ensuring everyone is buckled up for every ride. To kick off Child Passenger Safety Awareness Week, OHSO created four impactful displays featuring 31 backpacks, each symbolizing a child or teen (ages 1–17) lost in unrestrained fatalities from the most recent data. The backpacks, varying in size and color, were thoughtfully labeled with descriptions of the children they represented (e.g., "Infant, Age 1," "Child, Age 10," "Teen Driver, Age 16"). Sets of car keys were added to backpacks representing unrestrained teen drivers, highlighting the devastating consequences of unsafe driving practices.

The displays carried a heartfelt message for parents, caregivers, and family members:

- “Good enough” may not be sufficient in a car crash.
- Using the correct car seat, booster seat, or seat belt can be life-saving.
- Adults must model safe driving behaviors by buckling up and setting expectations, especially as teens begin driving independently.
- Losing even one child is too many, and their safety depends on their loved ones.

Each display featured QR codes linking to OHSO's Child Passenger Safety resources. Some locations also included Skybanners and digital ad displays with QR codes for added visibility. The displays were placed at strategic locations: Penn Square Mall (Oklahoma City), Woodland Hills Mall (Tulsa), Tulsa Premium Outlets (due to increased foot traffic following its grand opening), and Sooner Mall (Norman), chosen because Cleveland County ranked third-highest for child passengers involved in crashes.

The total impressions from all reporting locations were 1,388,884 over the 4-week campaign.

### **Media and Community Engagement**

The campaign launched with two press events at Penn Square Mall and Woodland Hills Mall, where OHSO invited the media to preview the displays and hear from speakers.

Despite competing coverage of the September 11th anniversary and a Presidential Debate, the campaign garnered significant media attention:

Media Coverage: 9 media mentions from NBC, Fox, ABC, CBS, CW, and MyTV outlets in the OKC and Tulsa markets.

Ad Value: \$6,975.36

Local Viewership: 173,976

Segment Highlights: 4 segments exceeding 1:45 minutes, featuring extensive B-roll of the backpack displays.

Social media platforms, including Facebook, Instagram, Twitter, and LinkedIn, amplified the campaign's reach.

Notably, while a Spanish-speaking representative was available at the press events, no media outlets included their remarks in coverage. To ensure inclusivity, OHSO recorded the Spanish-speaking representative in front of the displays and shared the video on Facebook and Instagram, ensuring the message reached Spanish-speaking audiences.

### ***Looking Ahead***

The displays remained at their current locations through September 2024, before embarking on a statewide tour starting in October. Carefully selected towns and counties with high child passenger safety and occupant protection needs will host the displays in prominent, family-oriented locations. OHSO will collaborate with local partners to maximize visibility and community engagement. The tour will continue until the next occupant protection campaign, Click It or Ticket, launches, reinforcing OHSO's ongoing commitment to saving lives through education and awareness.

### ***VI Marketing***

In Fiscal Year 2024, the Oklahoma Highway Safety Office (OHSO), in partnership with VI Marketing and Branding, implemented a series of highly effective media campaigns that leveraged creative content originally developed in FY2021. These campaigns were strategically designed to address critical traffic safety priorities, including impaired driving, occupant protection, motorcycle safety, distracted driving, and child passenger safety. Utilizing a mix of digital and traditional media platforms, the OHSO achieved impressive reach and engagement, with nearly all paid media tactics exceeding their Key Performance Indicators (KPIs). The following sections detail the successes of each campaign, highlighting their impact, innovative approaches, and contributions toward improving safety on Oklahoma's roadways.

### ***NYE 2023 Impaired Driving Campaign***

The NYE 2023 Impaired Driving Campaign, conducted from December 15-31, 2023, used a \$25,000 media budget to promote safety through Facebook video ads and digital

outdoor billboards in OKC and Tulsa. The campaign generated 2,032,066 digital impressions and 9,943,408 traditional impressions, with \$9,000 in bonus billboard placements.

### ***FY24 Click It or Ticket Campaign***

The FY24 Click It or Ticket (CIOT) Campaign ran from May 13 to June 9, 2024, aligning with NHTSA's national efforts. With a \$50,000 media budget, the campaign utilized Google Ads (TrueView Video), Facebook and Instagram (video and promoted posts), radio (OKC, Tulsa, Lawton, and Enid), and digital outdoor billboards. It generated 2,139,014 digital media impressions and over 12,179,430 traditional media impressions, including 11,514,430 from digital outdoor billboards and over 665,000 from radio. Bonus media placements contributed an additional \$12,386 in value.

### ***FY24 Motorcycle Safety Campaign***

Running from May 22 to August 3, 2024, the FY24 Motorcycle Safety Campaign focused on targeting drivers and motorcyclists in high-priority counties with a \$60,000 media budget. Tactics included Google Ads (TrueView Video), Facebook and Instagram video, and OTT streaming video, resulting in 5,133,603 total impressions. Although males emerged as the top-performing audience—a shift from FY21, when females led performance—the campaign surpassed benchmarks despite a year-over-year decline attributed to a reduced focus on motorcyclists in favor of car drivers.

### ***2024 Summer Impaired Driving Campaign***

The 2024 Summer Impaired Driving Campaign, with a total media budget of \$400,000, ran from June 19 to September 8, 2024. Tactics included Google Ads (TrueView Video and Display), Facebook and Instagram video and promoted posts, OTT streaming video, digital outdoor billboards (OKC and Tulsa), TV and cable (OKC, Tulsa, Lawton, Ada-Ardmore), and statewide gas pump toppers. The campaign generated 54,352,703 digital media impressions and 109,876,912 traditional media impressions, including 66,444,317 from digital billboards and 38,813,595 from gas pump toppers. An additional \$132,824 in value was added through bonus media placements.

### ***FY24 Distracted Driving Campaign***

From August 21 to September 25, 2024, the FY24 Distracted Driving Campaign aimed to reduce the number of distracted drivers involved in fatal crashes. With a \$99,960 media budget, it utilized Google Ads (TrueView Video), video game ads, Facebook and Instagram video and promoted posts, and digital outdoor billboards (OKC and Tulsa). The campaign delivered 4,642,551 digital media impressions and 37,982,893 traditional media impressions, with over \$21,450 in added value from bonus placements.



### ***Additional Campaign Highlights***

**Child Passenger Safety Campaign:** TrueView ads targeting parents of young children achieved view rates of 53.20% (55-second ad) and 47.32% (30-second ad), both exceeding KPIs.

**Rail Safety Campaign:** Promoted during rush hour with TrueView ads, the "Pain Train" video achieved a 43.12% view rate, surpassing the 35% KPI. GPS Navigator audiences delivered a 100% view rate, showcasing the strength of the creative.

**Occupant Protection Campaign:** Website Custom Audiences (WCAs) and social video ads outperformed both click-through rate and view rate KPIs, demonstrating strong engagement across platforms.

These results underscore the OHSO's commitment to using innovative, data-driven approaches to deliver impactful traffic safety messages and drive behavioral change statewide.

### ***Social Media***

The OHSO Communications Manager is responsible for maintaining the OHSO Facebook®, Instagram®, X® (formerly Twitter) and YouTube® accounts. These social media platforms are updated periodically as needed to support the OHSO overall media plan promoting highway safety messages, PSAs and information.

### ***OHSO Website***

The OHSO maintains two websites which integrate seamlessly to promote traffic safety, Oklahoma Highway Safety and ENDUI websites. The main OHSO website at <https://oklahoma.gov/highwaysafety.html> was successfully redesigned FY2024 that improving the end-user's experience by granting access to a variety of traffic safety related information, such as education materials, crash data/dashboard, surveys, etc. The ENDUI website at <https://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 FY2024, in accordance with applicable State and Federal regulations:

Agency – Project #	Equipment Description	Funding Source	Quantity
DPS M5HVE-24-03-01-18	Vehicle	Federal	1

**FY2024 Financial Information included on following pages:**





PT-2024-02-51-00	Media/Marketing - Conference	\$114,871.46	\$0.00	\$114,871.46	\$114,871.46	\$114,871.46	\$0.00
PT-2024-03-01-02	Atoka, City of	\$30,650.10	\$30,650.10	\$30,650.10	\$30,650.10	\$30,650.10	\$0.00
PT-2024-03-02-10	Bethany Police Department	\$38,693.00	\$38,693.00	\$38,693.00	\$38,693.00	\$38,693.00	\$0.00
PT-2024-03-03-23	Bixby Police Dept, City of	\$80,609.46	\$80,609.46	\$80,609.46	\$80,609.46	\$80,609.46	\$0.00
PT-2024-03-04-24	Broken Arrow, City of	\$61,770.33	\$61,770.33	\$61,770.33	\$61,770.33	\$61,770.33	\$0.00
PT-2024-03-05-06	Bryan County	\$17,977.40	\$17,977.40	\$17,977.40	\$17,977.40	\$17,977.40	\$0.00
PT-2024-03-06-05	Caddo County	\$39,047.80	\$39,047.80	\$39,047.80	\$39,047.80	\$39,047.80	\$0.00
PT-2024-03-07-15	Calera, Town of	\$14,841.27	\$14,841.27	\$14,841.27	\$14,841.27	\$14,841.27	\$0.00
PT-2024-03-08-01	Catoosa, City of	\$12,275.57	\$12,275.57	\$12,275.57	\$12,275.57	\$12,275.57	\$0.00
PT-2024-03-09-04	Choctaw, City of	\$8,174.74	\$8,174.74	\$8,174.74	\$8,174.74	\$8,174.74	\$0.00
PT-2024-03-10-02	Cleveland County	\$20,755.49	\$20,755.49	\$20,755.49	\$20,755.49	\$20,755.49	\$0.00
PT-2024-03-11-04	Creek County Sheriff's Office	\$16,669.04	\$16,669.04	\$16,669.04	\$16,669.04	\$16,669.04	\$0.00
PT-2024-03-12-09	Del City Police Department	\$32,279.28	\$32,279.28	\$32,279.28	\$32,279.28	\$32,279.28	\$0.00
PT-2024-03-13-21	Durant, City of	\$8,910.33	\$8,910.33	\$8,910.33	\$8,910.33	\$8,910.33	\$0.00
PT-2024-03-14-26	Edmond Police Department	\$47,761.65	\$47,761.65	\$47,761.65	\$47,761.65	\$47,761.65	\$0.00
PT-2024-03-15-20	Enid, City of	\$87,079.47	\$87,079.47	\$87,079.47	\$87,079.47	\$87,079.47	\$0.00
PT-2024-03-16-01	Eufaula Police Dept, City of	\$8,359.59	\$8,359.59	\$8,359.59	\$8,359.59	\$8,359.59	\$0.00
PT-2024-03-17-02	Glenpool, City of	\$16,709.24	\$16,709.24	\$16,709.24	\$16,709.24	\$16,709.24	\$0.00
PT-2024-03-18-01	Guthrie, City of	\$32,832.25	\$32,832.25	\$32,832.25	\$32,832.25	\$32,832.25	\$0.00
PT-2024-03-19-11	Idabel, City of	\$12,882.29	\$12,882.29	\$12,882.29	\$12,882.29	\$12,882.29	\$0.00
PT-2024-03-20-21	Lawton, City of	\$60,183.75	\$60,183.75	\$60,183.75	\$60,183.75	\$60,183.75	\$0.00
PT-2024-03-21-15	McAlester, City of	\$64,615.32	\$64,615.32	\$64,615.32	\$64,615.32	\$64,615.32	\$0.00
PT-2024-03-22-04	McIntosh County	\$29,150.34	\$29,150.34	\$29,150.34	\$29,150.34	\$29,150.34	\$0.00
PT-2024-03-23-21	Midwest City, City of	\$50,183.33	\$50,183.33	\$50,183.33	\$50,183.33	\$50,183.33	\$0.00
PT-2024-03-24-03	Moore Police Department	\$46,464.19	\$46,464.19	\$46,464.19	\$46,464.19	\$46,464.19	\$0.00
PT-2024-03-25-01	Muscogee (Creek) Nation	\$29,372.28	\$29,372.28	\$29,372.28	\$29,372.28	\$29,372.28	\$0.00
PT-2024-03-26-02	Newcastle, City of	\$33,018.42	\$33,018.42	\$33,018.42	\$33,018.42	\$33,018.42	\$0.00
PT-2024-03-27-01	Noble County Sheriff's Office	\$16,622.22	\$16,622.22	\$16,622.22	\$16,622.22	\$16,622.22	\$0.00
PT-2024-03-28-01	Nowata County Sheriff's Department	\$10,154.10	\$10,154.10	\$10,154.10	\$10,154.10	\$10,154.10	\$0.00
PT-2024-03-29-20	Oklahoma City Police Department	\$308,269.57	\$308,269.57	\$308,269.57	\$308,269.57	\$308,269.57	\$0.00
PT-2024-03-30-17	Oklahoma County	\$168,411.85	\$168,411.85	\$168,411.85	\$168,411.85	\$168,411.85	\$0.00
PT-2024-03-31-06	Osage County Sheriff's Office	\$42,871.85	\$42,871.85	\$42,871.85	\$42,871.85	\$42,871.85	\$0.00
PT-2024-03-32-19	Owasso Police Dept, City of	\$94,238.06	\$94,238.06	\$94,238.06	\$94,238.06	\$94,238.06	\$0.00
PT-2024-03-33-01	Poteau Police Dept, City of	\$14,712.91	\$14,712.91	\$14,712.91	\$14,712.91	\$14,712.91	\$0.00
PT-2024-03-34-14	Pottawatomie Sheriff's Office, County of	\$16,583.45	\$16,583.45	\$16,583.45	\$16,583.45	\$16,583.45	\$0.00
PT-2024-03-35-01	Pryor Police Dept	\$29,070.31	\$29,070.31	\$29,070.31	\$29,070.31	\$29,070.31	\$0.00
PT-2024-03-36-02	Purcell Police Department	\$26,377.79	\$26,377.79	\$26,377.79	\$26,377.79	\$26,377.79	\$0.00
PT-2024-03-37-06	Rogers County	\$149,636.54	\$149,636.54	\$149,636.54	\$149,636.54	\$149,636.54	\$0.00
PT-2024-03-38-01	Sand Springs Police Department	\$37,303.02	\$37,303.02	\$37,303.02	\$37,303.02	\$37,303.02	\$0.00
PT-2024-03-39-12	Sapulpa Police Department	\$25,485.12	\$25,485.12	\$25,485.12	\$25,485.12	\$25,485.12	\$0.00
PT-2024-03-40-18	Shawnee, City of	\$54,054.50	\$54,054.50	\$54,054.50	\$54,054.50	\$54,054.50	\$0.00
PT-2024-03-41-01	Skiatook Police Department	\$12,104.58	\$12,104.58	\$12,104.58	\$12,104.58	\$12,104.58	\$0.00
PT-2024-03-42-01	Stillwater Police Department	\$16,103.19	\$16,103.19	\$16,103.19	\$16,103.19	\$16,103.19	\$0.00
PT-2024-03-43-17	Tulsa Police Dept, City of	\$164,191.91	\$164,191.91	\$164,191.91	\$164,191.91	\$164,191.91	\$0.00
PT-2024-03-44-02	Tuttle, City of	\$13,488.55	\$13,488.55	\$13,488.55	\$13,488.55	\$13,488.55	\$0.00
PT-2024-03-45-02	Verdigris Police Department	\$16,638.87	\$16,638.87	\$16,638.87	\$16,638.87	\$16,638.87	\$0.00

[illegible]



MATCH-2024-02-02-00	Sports Marketing	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
MATCH-2024-02-02-24	Broken Arrow, City of	\$ .00	\$ .00	\$25,100.00	\$ .00	\$ .00	\$ .00
MATCH-2024-02-03-00	Safe Kids Worldwide	\$ .00	\$ .00	\$1,660.00	\$ .00	\$ .00	\$ .00
MATCH-2024-02-03-26	Edmond Police Department	\$ .00	\$ .00	\$40,942.06	\$ .00	\$ .00	\$ .00
MATCH-2024-02-04-13	Great Plains Technology Center	\$ .00	\$ .00	\$14,642.56	\$ .00	\$ .00	\$ .00
MATCH-2024-02-05-03	Moore Norman Technology Center	\$ .00	\$ .00	\$82,311.80	\$ .00	\$ .00	\$ .00
MATCH-2024-02-06-01	Oklahoma City Police Department	\$ .00	\$ .00	\$39,839.35	\$ .00	\$ .00	\$ .00
MATCH-2024-02-07-13	Oklahoma State University - Oklahoma Cit	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
MATCH-2024-02-08-26	Safe Kids Oklahoma Inc	\$ .00	\$ .00	\$24,645.59	\$ .00	\$ .00	\$ .00
MATCH-2024-02-09-12	Southern Oklahoma Technology Center	\$ .00	\$ .00	\$15,936.73	\$ .00	\$ .00	\$ .00
MATCH-2024-02-10-10	Southwest Technology Center	\$ .00	\$ .00	\$16,766.35	\$ .00	\$ .00	\$ .00
MATCH-2024-02-11-17	Tulsa Police Sept, City of	\$ .00	\$ .00	\$23,205.72	\$ .00	\$ .00	\$ .00
MATCH-2024-02-12-08	Westen Technology Center	\$ .00	\$ .00	\$39,065.72	\$ .00	\$ .00	\$ .00
MATCH-2024-02-13-00	Media / Marketing	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
MATCH-2024-02-14-00	Sports Marketing	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
MATCH-2024-02-16-01	MetroTech	\$ .00	\$ .00	\$9,886.33	\$ .00	\$ .00	\$ .00
MATCH-2024-03-04-00	Dept of Public Safety	\$ .00	\$ .00	\$150.00	\$ .00	\$ .00	\$ .00
MATCH-2024-07-15-00	Program Administration	\$ .00	\$ .00	\$8,578.16	\$ .00	\$ .00	\$ .00
<b>NHTSA 402 Match Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$2,628,016.91</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>BIL NHTSA 402 Total</b>		<b>\$6,587,838.63</b>	<b>\$2,635,140.25</b>	<b>\$9,537,956.35</b>	<b>\$6,587,838.63</b>	<b>\$6,587,838.63</b>	<b>\$ .00</b>
<b>BIL 405b OP Low</b>							
<b>405b Low HVE</b>							
M2HVE-2024-03-04-18	Dept of Public Safety-00078	\$122,056.48	\$ .00	\$122,056.48	\$122,056.48	\$122,056.48	\$ .00
<b>405b Low HVE Total</b>		<b>\$122,056.48</b>	<b>\$ .00</b>	<b>\$122,056.48</b>	<b>\$122,056.48</b>	<b>\$122,056.48</b>	<b>\$ .00</b>
<b>405b Low Training</b>							
M2TR-2024-02-01-26	Safe Kids Oklahoma Inc	\$55,963.83	\$ .00	\$55,963.83	\$55,963.83	\$55,963.83	\$ .00
M2TR-2024-02-02-24	St. Francis Hospital Inc	\$17,489.10	\$ .00	\$17,489.10	\$17,489.10	\$17,489.10	\$ .00
<b>405b Low Training Total</b>		<b>\$73,452.93</b>	<b>\$ .00</b>	<b>\$73,452.93</b>	<b>\$73,452.93</b>	<b>\$73,452.93</b>	<b>\$ .00</b>
<b>405b Low Public Education</b>							
M2PE-2024-02-05-00	Media / Marketing	\$102,510.19	\$ .00	\$102,510.19	\$102,510.19	\$102,510.19	\$ .00
<b>405b Low Public Education Total</b>		<b>\$102,510.19</b>	<b>\$ .00</b>	<b>\$102,510.19</b>	<b>\$102,510.19</b>	<b>\$102,510.19</b>	<b>\$ .00</b>
<b>405b Low Community CPS Services</b>							
M2CPS-2024-02-01-26	Safe Kids Oklahoma Inc	\$123,559.01	\$ .00	\$123,559.01	\$123,559.01	\$123,559.01	\$ .00
M2CPS-2024-02-02-24	St. Francis Hospital Inc	\$153,174.60	\$ .00	\$153,174.60	\$153,174.60	\$153,174.60	\$ .00
<b>405b Low Community CPS Services Total</b>		<b>\$276,733.61</b>	<b>\$ .00</b>	<b>\$276,733.61</b>	<b>\$276,733.61</b>	<b>\$276,733.61</b>	<b>\$ .00</b>
<b>405b Low OP Information System</b>							
M2OP-2024-02-03-04	University of Central Oklahoma	\$86,472.77	\$ .00	\$86,472.77	\$86,472.77	\$86,472.77	\$ .00
<b>405b Low OP Information System Total</b>		<b>\$86,472.77</b>	<b>\$ .00</b>	<b>\$86,472.77</b>	<b>\$86,472.77</b>	<b>\$86,472.77</b>	<b>\$ .00</b>
<b>405b OP Low Uncommitted</b>							
M2X-2024-02-03-04	University of Central Oklahoma	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
<b>405b OP Low Uncommitted Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>405b Low Underserved CPS Programs</b>							
B2CPS_US-2024-02-02-26	Safe Kids Oklahoma	\$39,190.80	\$ .00	\$39,190.80	\$39,190.80	\$39,190.80	\$ .00
B2CPS_US-2024-02-03-24	St. Francis Hospital Inc	\$40,500.00	\$ .00	\$40,500.00	\$40,500.00	\$40,500.00	\$ .00
<b>405b Low Underserved CPS Programs Total</b>		<b>\$79,690.80</b>	<b>\$ .00</b>	<b>\$79,690.80</b>	<b>\$79,690.80</b>	<b>\$79,690.80</b>	<b>\$ .00</b>

BIL 405b OP Low Total		\$740,916.78	\$ .00	\$740,916.78	\$740,916.78	\$740,916.78	\$ .00
BIL 405c Data Program							
405c Data Program							
M3DA-2024-05-02-01	Citation Module-00130	\$184,690.90	\$ .00	\$184,690.90	\$184,690.90	\$184,690.90	\$ .00
M3DA-2024-05-03-01	Citation Module Amendment 4	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
M3DA-2024-05-04-17	OU - Paris	\$119,482.77	\$ .00	\$119,482.77	\$119,482.77	\$119,482.77	\$ .00
M3DA-2024-05-05-01	Cambridge Telematics	\$150,000.00	\$ .00	\$150,000.00	\$150,000.00	\$150,000.00	\$ .00
M3DA-2024-06-01-01	Oklahoma State Department of Health	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
M3DA-2024-07-02-00	Program Administration	\$120,196.84	\$ .00	\$120,196.84	\$120,196.84	\$120,196.84	\$ .00
M3DA-2024-08-00-00		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405c Data Program Total		\$574,370.51	\$ .00	\$574,370.51	\$574,370.51	\$574,370.51	\$ .00
405c Data Uncommitted							
M3X-2024-08-00-00	Data Program	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405c Data Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405c Data Program Total		\$574,370.51	\$ .00	\$574,370.51	\$574,370.51	\$574,370.51	\$ .00
BIL 405d Impaired Driving Mid							
405d Mid HVE							
M5HVE-2024-03-01-18	Dept of Public Safety-00071	\$556,040.19	\$ .00	\$556,040.19	\$556,040.19	\$556,040.19	\$ .00
405d Mid HVE Total		\$556,040.19	\$ .00	\$556,040.19	\$556,040.19	\$556,040.19	\$ .00
405d Mid Court Support							
M5CS-2024-02-01-02	Mothers Against Drunk Driving	\$32,366.69	\$ .00	\$32,366.69	\$32,366.69	\$32,366.69	\$ .00
M5CS-2024-02-02-02	Dept of Public Safety-00139	\$26,063.98	\$ .00	\$26,063.98	\$26,063.98	\$26,063.98	\$ .00
405d Mid Court Support Total		\$58,430.67	\$ .00	\$58,430.67	\$58,430.67	\$58,430.67	\$ .00
405d Mid BAC Testing/Reporting							
M5BAC-2024-03-01-20	Oklahoma City Police Department	\$155,746.85	\$ .00	\$155,746.85	\$155,746.85	\$155,746.85	\$ .00
M5BAC-2024-05-01-16	Oklahoma State Bureau of Investigation	\$325,883.94	\$ .00	\$325,883.94	\$325,883.94	\$325,883.94	\$ .00
405d Mid BAC Testing/Reporting Total		\$481,630.79	\$ .00	\$481,630.79	\$481,630.79	\$481,630.79	\$ .00
405d Mid Media/ID training/Enf Related exp.							
M5PEM-2024-02-01-05	Event Marketing - Alliance	\$345,000.00	\$ .00	\$345,000.00	\$345,000.00	\$345,000.00	\$ .00
M5PEM-2024-02-02-00	Media / Marketing	\$614,593.24	\$ .00	\$614,593.24	\$614,593.24	\$614,593.24	\$ .00
M5PEM-2024-02-03-00	Sports Marketing - Dodgers	\$79,000.00	\$ .00	\$79,000.00	\$79,000.00	\$79,000.00	\$ .00
M5PEM-2024-02-04-00	Sports Marketing - Drillers	\$20,000.00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00	\$ .00
M5PEM-2024-02-05-00	Sports Marketing - Energy	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405d Mid Media/ID training/Enf Related exp. Total		\$1,058,593.24	\$ .00	\$1,058,593.24	\$1,058,593.24	\$1,058,593.24	\$ .00
405d Mid Training							
M5TR-2024-02-02-02	Dept of Public Safety-00135	\$55,314.22	\$ .00	\$55,314.22	\$55,314.22	\$55,314.22	\$ .00
M5TR-2024-05-01-01	Board of Tests for Alcohol	\$556,476.43	\$ .00	\$556,476.43	\$556,476.43	\$556,476.43	\$ .00
405d Mid Training Total		\$611,790.65	\$ .00	\$611,790.65	\$611,790.65	\$611,790.65	\$ .00
405d Impaired Driving Mid Uncommitted							
M5X-2024-05-01-16	Oklahoma State Bureau of Investigation	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405d Impaired Driving Mid Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405d Impaired Driving Mid Total		\$2,766,485.54	\$ .00	\$2,766,485.54	\$2,766,485.54	\$2,766,485.54	\$ .00
BIL 405e Comprehensive Distracted Driving							
405e Distracted Driving Uncommitted							

MBX-2024-00-00-00	Plan	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405e Distracted Driving Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405e Comprehensive Distracted Driving Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405f Motorcycle Programs (lowest 25%)							
405f Motorcyclist Awareness (lowest 25%)							
M9MA-2024-02-01-00	Media / Marketing	\$68,134.30	\$ .00	\$68,134.30	\$68,134.30	\$68,134.30	\$ .00
405f Motorcyclist Awareness (lowest 25%) Total		\$68,134.30	\$ .00	\$68,134.30	\$68,134.30	\$68,134.30	\$ .00
BIL 405f Motorcycle Programs (lowest 25%) Total		\$68,134.30	\$ .00	\$68,134.30	\$68,134.30	\$68,134.30	\$ .00
BIL 405f Motorcycle Programs							
405f Motorcyclist Awareness							
M11MA-2024-02-01-00	Media / Marketing	\$17,806.65	\$ .00	\$17,806.65	\$17,806.65	\$17,806.65	\$ .00
M11MA-2024-02-02-00	Sports Marketing	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405f Motorcyclist Awareness Total		\$17,806.65	\$ .00	\$17,806.65	\$17,806.65	\$17,806.65	\$ .00
BIL 405f Motorcycle Programs Total		\$17,806.65	\$ .00	\$17,806.65	\$17,806.65	\$17,806.65	\$ .00
BIL 405h Nonmotorized Safety							
405h Public Education							
FHPE-2024-02-01-00	Media / Marketing	\$ .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-2024-03-05-18	Dept of Public Safety-00078	\$176,205.68	\$ .00	\$176,205.68	\$176,205.68	\$176,205.68	\$ .00
Safety Belts Total		\$176,205.68	\$ .00	\$176,205.68	\$176,205.68	\$176,205.68	\$ .00
Traffic Enforcement Services							
PT-2024-03-30-17	Oklahoma County	\$117,472.00	\$117,472.00	\$117,472.00	\$117,472.00	\$117,472.00	\$ .00
Traffic Enforcement Services Total		\$117,472.00	\$117,472.00	\$117,472.00	\$117,472.00	\$117,472.00	\$ .00
SUPPLEMENTAL BIL NHTSA 402 Total		\$293,677.68	\$117,472.00	\$293,677.68	\$293,677.68	\$293,677.68	\$ .00
SUPPLEMENTAL BIL 405b OP Low							
405b Low HVE							
M2HVE-2024-03-04-18	Dept of Public Safety-00078	\$39,722.15	\$ .00	\$39,722.15	\$39,722.15	\$39,722.15	\$ .00
405b Low HVE Total		\$39,722.15	\$ .00	\$39,722.15	\$39,722.15	\$39,722.15	\$ .00
405b Low Underserved CPS Programs							
B2CPS_US-2024-02-03-24	St. Francis Hospltal Inc	\$4,500.00	\$ .00	\$4,500.00	\$4,500.00	\$4,500.00	\$ .00
405b Low Underserved CPS Programs Total		\$4,500.00	\$ .00	\$4,500.00	\$4,500.00	\$4,500.00	\$ .00
SUPPLEMENTAL BIL 405b OP Low Total		\$44,222.15	\$ .00	\$44,222.15	\$44,222.15	\$44,222.15	\$ .00
SUPPLEMENTAL BIL 405c Data Program							
405c Data Program							
M3DA-2024-05-02-01	Citation Module-00130	\$120,464.70	\$ .00	\$120,464.70	\$120,464.70	\$120,464.70	\$ .00
405c Data Program Total		\$120,464.70	\$ .00	\$120,464.70	\$120,464.70	\$120,464.70	\$ .00
SUPPLEMENTAL BIL 405c Data Program Total		\$120,464.70	\$ .00	\$120,464.70	\$120,464.70	\$120,464.70	\$ .00
SUPPLEMENTAL BIL 405d Impaired Driving Mid							
405d Mid HVE							
M5HVE-2024-03-01-18	Dept of Public Safety-00071	\$177,065.28	\$ .00	\$177,065.28	\$177,065.28	\$177,065.28	\$ .00

405d Mid HVE Total		\$177,065.28	\$ .00	\$177,065.28	\$177,065.28	\$177,065.28	\$ .00
SUPPLEMENTAL BIL 405d Impaired Driving Mid Total		\$177,065.28	\$ .00	\$177,065.28	\$177,065.28	\$177,065.28	\$ .00
SUPPLEMENTAL BIL 405e Comprehensive Distracted Driving							
405e Distracted Driving Uncommitted							
M8X-2024-00-00-00	Plan	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405e Distracted Driving Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405e Comprehensive Distracted Driving Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405f Motorcycle Programs (lowest 25%)							
405f Motorcyclist Awareness (lowest 25%)							
M9MA-2024-02-01-00	Media / Marketing	\$5,440.47	\$ .00	\$5,440.47	\$5,440.47	\$5,440.47	\$ .00
405f Motorcyclist Awareness (lowest 25%) Total		\$5,440.47	\$ .00	\$5,440.47	\$5,440.47	\$5,440.47	\$ .00
SUPPLEMENTAL BIL 405f Motorcycle Programs (lowest 25%) Total		\$5,440.47	\$ .00	\$5,440.47	\$5,440.47	\$5,440.47	\$ .00
SUPPLEMENTAL BIL 405h Nonmotorized Safety							
405h Public Education							
FHPE-2024-00-00-00	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
BIL 405e Distracted Driving Awareness 24-26							
405e Distracted Driving Uncommitted							
BBAX-2024-00-00-00	PLAN	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405e Distracted Driving Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405e Distracted Driving Awareness 24-26 Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405g Nonmotorized Safety 24-26							
405g Nonmotorized Safety Uncommitted							
BGX-2024-00-00-00	Plan	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405g Nonmotorized Safety Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405g Nonmotorized Safety 24-26 Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24-26							
405e Distracted Driving Uncommitted							
BBAX-2024-00-00-00	PLAN	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405e Distracted Driving Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24-26 Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26							
405g Nonmotorized Safety Uncommittted							
BGX-2024-00-00-00	Plan	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405g Nonmotorized Safety Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26 Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
NHTSA Total		\$11,686,267.09	\$2,752,612.25	\$14,636,384.81	\$11,686,267.09	\$11,686,267.09	\$ .00
Total		\$11,686,267.09	\$2,752,612.25	\$14,636,384.81	\$11,686,267.09	\$11,686,267.09	\$ .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.

State Official:

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

Status of Obligations and Expenditures

2024-FINAL

Posted: 01/14/2025

Report Date: 01/16/2025

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
NHTSA									
FAST Act 405c Data Program									
405c Data Program									
	M3DA-2024-05-02-01	Citation Module-00130			\$289,844.40	\$289,844.40	\$ .00		\$ .00
	405c Data Program Total				\$289,844.40	\$289,844.40	\$ .00		\$ .00
	FAST Act 405c Data Program Total		\$ .00	\$289,844.40	\$289,844.40	\$289,844.40	\$ .00	\$ .00	\$ .00
BIL NHTSA 402									
Planning and Administration									
	PA-2024-07-01-00	Planning and Administration			\$233,286.72	\$233,286.72	\$ .00		\$ .00
	Planning and Administration Total				\$233,286.72	\$233,286.72	\$ .00		\$ .00
Impaired Driving									
	AL-2024-00-00-00	PLAN			\$ .00	\$ .00	\$2,859,032.25		\$ .00
	AL-2024-02-01-18	Dept of Public Safety-00149			\$ .00	\$ .00	\$ .00		\$ .00
	AL-2024-03-01-18	Dept of Public Safety-00089			\$908,886.13	\$908,886.13	\$132,017.87		\$ .00
	AL-2024-07-02-00	Program Administration			\$72,979.36	\$72,979.36	\$11,589.40		\$ .00
	Impaired Driving Total				\$981,865.49	\$981,865.49	\$3,002,639.52		\$ .00
Motorcycle Safety									
	MC-2024-07-01-00	Program Administration			\$117,977.66	\$117,977.66	\$ .00		\$ .00
	Motorcycle Safety Total				\$117,977.66	\$117,977.66	\$ .00		\$ .00
Safety Belts									
	OP-2024-02-02-26	Safe Kids Oklahoma Inc			\$ .00	\$ .00	\$ .00		\$ .00
	OP-2024-02-03-24	St. Francis Hospital Inc			\$ .00	\$ .00	\$ .00		\$ .00
	OP-2024-02-04-24	St. Francis Hospital Inc			\$6,000.00	\$6,000.00	\$ .00		\$ .00
	OP-2024-03-05-18	Dept of Public Safety-00078			\$390,186.24	\$390,186.24	\$78,644.16		\$ .00
	OP-2024-03-06-18	Dept of Public Safety-00071			\$109,709.50	\$109,709.50	\$19,497.61		\$ .00
	OP-2024-07-07-00	Program Administration			\$45,988.46	\$45,988.46	\$49,613.84		\$ .00
	Safety Belts Total				\$551,884.20	\$551,884.20	\$147,755.61		\$ .00
Pedestrian/Bicycle Safety									
	PS-2024-02-01-03	Association of Central Oklahoma Governme			\$151,394.58	\$151,394.58	\$5,105.42		\$ .00
	PS-2024-02-02-10	Indian Nations Council of Governments			\$119,291.62	\$119,291.62	\$17,908.38		\$ .00
	PS-2024-02-03-26	Safe Kids Oklahoma Inc			\$80,010.83	\$80,010.83	\$9,998.17		\$ .00
	PS-2024-07-04-00	Program Administration			\$29,654.54	\$29,654.54	\$15,397.76		\$ .00
	Pedestrian/Bicycle Safety Total				\$380,351.57	\$380,351.57	\$48,409.73		\$ .00
Traffic Enforcement Services									
	PT-2024-02-51-00	Media/Marketing - Conference			\$114,871.46	\$114,871.46	\$79,628.54		\$ .00



PT-2024-03-01-02	Atoka, City of	\$30,650.10	\$30,650.10	\$3,522.90	\$ .00
PT-2024-03-02-10	Bethany Police Department	\$38,693.00	\$38,693.00	\$ .00	\$ .00
PT-2024-03-03-23	Bixby Police Dept, City of	\$80,609.46	\$80,609.46	\$4,480.54	\$ .00
PT-2024-03-04-24	Broken Arrow, City of	\$61,770.33	\$61,770.33	\$5,709.67	\$ .00
PT-2024-03-05-06	Bryan County	\$17,977.40	\$17,977.40	\$ .00	\$ .00
PT-2024-03-06-05	Caddo County	\$39,047.80	\$39,047.80	\$3,324.20	\$ .00
PT-2024-03-07-15	Calera, Town of	\$14,841.27	\$14,841.27	\$20,057.28	\$ .00
PT-2024-03-08-01	Catoosa, City of	\$12,275.57	\$12,275.57	\$12,668.43	\$ .00
PT-2024-03-09-04	Choctaw, City of	\$8,174.74	\$8,174.74	\$1,825.26	\$ .00
PT-2024-03-10-02	Cleveland County	\$20,755.49	\$20,755.49	\$18,444.51	\$ .00
PT-2024-03-11-04	Creek County Sheriff's Office	\$16,669.04	\$16,669.04	\$763.16	\$ .00
PT-2024-03-12-09	Del City Police Department	\$32,279.28	\$32,279.28	\$10,617.72	\$ .00
PT-2024-03-13-21	Durant, City of	\$8,910.33	\$8,910.33	\$3,289.67	\$ .00
PT-2024-03-14-26	Edmond Police Department	\$47,761.65	\$47,761.65	\$28,238.35	\$ .00
PT-2024-03-15-20	Enid, City of	\$87,079.47	\$87,079.47	\$3,068.53	\$ .00
PT-2024-03-16-01	Eufaula Police Dept, City of	\$8,359.59	\$8,359.59	\$7,394.41	\$ .00
PT-2024-03-17-02	Glenpool, City of	\$16,709.24	\$16,709.24	\$1,828.76	\$ .00
PT-2024-03-18-01	Guthrie, City of	\$32,832.25	\$32,832.25	\$14.75	\$ .00
PT-2024-03-19-11	Idabel, City of	\$12,882.29	\$12,882.29	\$6,388.15	\$ .00
PT-2024-03-20-21	Lawton, City of	\$60,183.75	\$60,183.75	\$44,016.25	\$ .00
PT-2024-03-21-15	McAlester, City of	\$64,615.32	\$64,615.32	\$2,851.68	\$ .00
PT-2024-03-22-04	McIntosh County	\$29,150.34	\$29,150.34	\$3,546.66	\$ .00
PT-2024-03-23-21	Midwest City, City of	\$50,183.33	\$50,183.33	\$687.67	\$ .00
PT-2024-03-24-03	Moore Police Department	\$46,464.19	\$46,464.19	\$975.81	\$ .00
PT-2024-03-25-01	Muscogee (Creek) Nation	\$29,372.28	\$29,372.28	\$10,627.72	\$ .00
PT-2024-03-26-02	Newcastle, City of	\$33,018.42	\$33,018.42	\$223.58	\$ .00
PT-2024-03-27-01	Noble County Sheriff's Office	\$16,622.22	\$16,622.22	\$6,167.78	\$ .00
PT-2024-03-28-01	Nowata County Sheriff's Department	\$10,154.10	\$10,154.10	\$9,741.21	\$ .00
PT-2024-03-29-20	Oklahoma City Police Department	\$308,269.57	\$308,269.57	\$2,270.93	\$ .00
PT-2024-03-30-17	Oklahoma County	\$168,411.85	\$168,411.85	\$29,646.63	\$ .00
PT-2024-03-31-06	Osage County Sheriff's Office	\$42,871.85	\$42,871.85	\$4,328.15	\$ .00
PT-2024-03-32-19	Owasso Police Dept, City of	\$94,238.06	\$94,238.06	\$3,855.94	\$ .00
PT-2024-03-33-01	Poteau Police Dept, City of	\$14,712.91	\$14,712.91	\$1,487.09	\$ .00
PT-2024-03-34-14	Pottawatomie Sheriff's Office, County of	\$16,583.45	\$16,583.45	\$18,802.55	\$ .00
PT-2024-03-35-01	Pryor Police Dept	\$29,070.31	\$29,070.31	\$1,944.69	\$ .00
PT-2024-03-36-02	Purcell Police Department	\$26,377.79	\$26,377.79	\$5,534.71	\$ .00
PT-2024-03-37-06	Rogers County	\$149,636.54	\$149,636.54	\$2,323.46	\$ .00
PT-2024-03-38-01	Sand Springs Police Department	\$37,303.02	\$37,303.02	\$2,560.98	\$ .00
PT-2024-03-39-12	Sapulpa Police Department	\$25,485.12	\$25,485.12	\$1,714.88	\$ .00
PT-2024-03-40-18	Shawnee, City of	\$54,054.50	\$54,054.50	\$421.50	\$ .00
PT-2024-03-41-01	Skiatook Police Department	\$12,104.58	\$12,104.58	\$2,595.42	\$ .00
PT-2024-03-42-01	Stillwater Police Department	\$16,103.19	\$16,103.19	\$3,596.81	\$ .00
PT-2024-03-43-17	Tulsa Police Dept, City of	\$164,191.91	\$164,191.91	\$2,383.09	\$ .00
PT-2024-03-44-02	Tuttle, City of	\$13,488.55	\$13,488.55	\$3,113.45	\$ .00
PT-2024-03-45-02	Verdigris Police Department	\$16,638.87	\$16,638.87	\$2,713.13	\$ .00
PT-2024-03-46-02	Warr Acres Police Dept	\$12,443.61	\$12,443.61	\$14,694.99	\$ .00

PT-2024-03-47-01	Webbers Falls Police Dept	\$ .00	\$ .00	\$ .00	\$ .00
PT-2024-03-48-01	Woodward, City of	\$6,897.48	\$6,897.48	\$5,302.52	\$ .00
PT-2024-03-49-02	Yukon, City of	\$17,763.00	\$17,763.00	\$ .00	\$ .00
PT-2024-07-50-18	Dept of Public Safety Arnall 78-a	\$158,095.96	\$158,095.96	\$143.44	\$ .00
PT-2024-07-52-00	Program Administration	\$482,633.72	\$482,633.72	\$32,647.54	\$ .00
Traffic Enforcement Services Total		\$2,910,289.55	\$2,910,289.55	\$432,185.09	\$ .00
Traffic Records					
TR-2024-07-01-00	Program Administration	\$30,260.17	\$30,260.17	\$15,307.62	\$ .00
Traffic Records Total		\$30,260.17	\$30,260.17	\$15,307.62	\$ .00
Crash Investigation					
AI-2024-02-01-18	Dept of Public Safety-00149	\$246,660.56	\$246,660.56	\$11,765.44	\$ .00
Crash Investigation Total		\$246,660.56	\$246,660.56	\$11,765.44	\$ .00
Driver Education					
DE-2024-02-01-10	DCCCA, Inc	\$134,007.90	\$134,007.90	\$51,662.30	\$ .00
DE-2024-02-02-10	Educational Alternatives	\$176,619.65	\$176,619.65	\$4,917.31	\$ .00
DE-2024-02-04-03	TjohnE Productions Inc	\$33,000.00	\$33,000.00	\$ .00	\$ .00
DE-2024-02-05-17	Tulsa Sheriff's Office, County of	\$7,585.92	\$7,585.92	\$4,406.08	\$ .00
DE-2024-07-06-00	Program Administration	\$37,606.06	\$37,606.06	\$2,393.94	\$ .00
Driver Education Total		\$388,819.53	\$388,819.53	\$63,379.63	\$ .00
Speed Enforcement					
SE-2024-03-01-01	Ardmore, City of	\$23,002.79	\$23,002.79	\$3,877.21	\$ .00
SE-2024-03-02-01	Cleveland, City of	\$15,920.33	\$15,920.33	\$1,279.67	\$ .00
SE-2024-03-03-01	Coweta Police Department	\$12,571.25	\$12,571.25	\$4,628.75	\$ .00
SE-2024-03-04-17	Tulsa Sheriff's Office, County of	\$116,309.89	\$116,309.89	\$890.11	\$ .00
SE-2024-03-05-05	Wagoner County	\$34,375.46	\$34,375.46	\$2,524.54	\$ .00
SE-2024-07-06-00	Program Administration	\$46,066.41	\$46,066.41	\$289.76	\$ .00
Speed Enforcement Total		\$248,246.13	\$248,246.13	\$13,490.04	\$ .00
Roadway Safety					
RS-2024-02-01-20	Oklahoma Operation Lifesaver - RH	\$99,953.01	\$99,953.01	\$6,296.99	\$ .00
Roadway Safety Total		\$99,953.01	\$99,953.01	\$6,296.99	\$ .00
Paid Advertising					
PM-2024-02-01-00	Media/Marketing	\$205,889.04	\$205,889.04	\$60,710.55	\$ .00
PM-2024-02-02-04	Sports Marketing - OSU	\$95,000.00	\$95,000.00	\$ .00	\$ .00
PM-2024-02-03-04	Sports Marketing - OU	\$95,000.00	\$95,000.00	\$ .00	\$ .00
PM-2024-02-04-00	Sports Marketing	\$ .00	\$ .00	\$100,000.00	\$ .00
Paid Advertising Total		\$395,889.04	\$395,889.04	\$160,710.55	\$ .00
Heatstroke/Unattended passenger education					
UNATTD-2024-02-01-26	Safe Kids Oklahoma Inc	\$ .00	\$ .00	\$ .00	\$ .00
UNATTD-2024-02-02-24	St Francis	\$2,355.00	\$2,355.00	\$ .00	\$ .00
Heatstroke/Unattended passenger education Total		\$2,355.00	\$2,355.00	\$ .00	\$ .00
NHTSA 402 Match					
MATCH-2024-00-00-00	Match	\$ .00	\$ .00	\$ .00	\$ .00
MATCH-2024-02-01-01	ABATE Charitable Services	\$ .00	\$ .00	\$ .00	\$ .00
MATCH-2024-02-01-24	St. Francis Hospital Inc	\$ .00	\$ .00	\$ .00	\$ .00
MATCH-2024-02-02-00	Sports Marketing	\$ .00	\$ .00	\$ .00	\$ .00

MATCH-2024-02-02-24	Broken Arrow, City of			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-03-00	Safe Kids Worldwide			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-03-26	Edmond Police Department			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-04-13	Great Plains Technology Center			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-05-03	Moore Norman Technology Center			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-06-01	Oklahoma City Police Department			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-07-13	Oklahoma State University - Oklahoma Cit			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-08-26	Safe Kids Oklahoma Inc			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-09-12	Southern Oklahoma Technology Center			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-10-10	Southwest Technology Center			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-11-17	Tulsa Police Sept, City of			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-12-08	Westen Technology Center			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-13-00	Media / Marketing			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-14-00	Sports Marketing			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-02-16-01	MetroTech			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-03-04-00	Dept of Public Safety			\$ .00	\$ .00	\$ .00		\$ .00
MATCH-2024-07-15-00	Program Administration			\$ .00	\$ .00	\$ .00		\$ .00
NHTSA 402 Match Total				\$ .00	\$ .00	\$ .00		\$ .00
BIL NHTSA 402 Total		\$5,503,079.32	\$4,986,699.53	\$6,587,838.63	\$6,587,838.63	\$3,901,940.22	\$ .00	\$ .00
BIL 405b OP Low								
405b Low HVE								
M2HVE-2024-03-04-18	Dept of Public Safety-00078			\$122,056.48	\$122,056.48	\$36,148.29		\$ .00
405b Low HVE Total				\$122,056.48	\$122,056.48	\$36,148.29		\$ .00
405b Low Training								
M2TR-2024-02-01-26	Safe Kids Oklahoma Inc			\$55,963.83	\$55,963.83	\$184.17		\$ .00
M2TR-2024-02-02-24	St. Francis Hospital Inc			\$17,489.10	\$17,489.10	\$13,065.90		\$ .00
405b Low Training Total				\$73,452.93	\$73,452.93	\$13,250.07		\$ .00
405b Low Public Education								
M2PE-2024-02-05-00	Media / Marketing			\$102,510.19	\$102,510.19	\$47,489.81		\$ .00
405b Low Public Education Total				\$102,510.19	\$102,510.19	\$47,489.81		\$ .00
405b Low Community CPS Services								
M2CPS-2024-02-01-26	Safe Kids Oklahoma Inc			\$123,559.01	\$123,559.01	\$11,833.55		\$ .00
M2CPS-2024-02-02-24	St. Francis Hospital Inc			\$153,174.60	\$153,174.60	\$12,787.03		\$ .00
405b Low Community CPS Services Total				\$276,733.61	\$276,733.61	\$24,620.58		\$ .00
405b Low OP Information System								
M2OP-2024-02-03-04	University of Central Oklahoma			\$86,472.77	\$86,472.77	\$158,717.22		\$ .00
405b Low OP Information System Total				\$86,472.77	\$86,472.77	\$158,717.22		\$ .00
405b OP Low Uncommitted								
M2X-2024-02-03-04	Unlversity of Central Oklahoma			\$ .00	\$ .00	\$ .00		\$ .00
405b OP Low Uncommitted Total				\$ .00	\$ .00	\$ .00		\$ .00
405b Low Underserved CPS Programs								
B2CPS_US-2024-02-02-26	Safe Kids Oklahoma			\$39,190.80	\$39,190.80	\$1,729.20		\$ .00
B2CPS_US-2024-02-03-24	St. Francis Hospital Inc			\$40,500.00	\$40,500.00	\$ .00		\$ .00
405b Low Underserved CPS Programs Total				\$79,690.80	\$79,690.80	\$1,729.20		\$ .00
BIL 405b OP Low Total		\$710,569.69	\$312,302.26	\$740,916.78	\$740,916.78	\$281,955.17	\$ .00	\$ .00

BIL 405c Data Program

405c Data Program

M3DA-2024-05-02-01	Citation Module-00130		\$184,690.90	\$184,690.90	\$28,876.50		\$ .00
M3DA-2024-05-03-01	Citation Module Amendment 4		\$ .00	\$ .00	\$78,000.00		\$ .00
M3DA-2024-05-04-17	OU - Paris		\$119,482.77	\$119,482.77	\$2,131.23		\$ .00
M3DA-2024-05-05-01	Cambridge Telematics		\$150,000.00	\$150,000.00	\$ .00		\$ .00
M3DA-2024-06-01-01	Oklahoma State Department of Health		\$ .00	\$ .00	\$369,404.67		\$ .00
M3DA-2024-07-02-00	Program Administration		\$120,196.84	\$120,196.84	\$ .00		\$ .00
M3DA-2024-08-00-00			\$ .00	\$ .00	\$298,537.65		\$ .00
405c Data Program Total			\$574,370.51	\$574,370.51	\$776,950.05		\$ .00

405c Data Uncommitted

M3X-2024-08-00-00	Data Program		\$ .00	\$ .00	\$1,009,406.67		\$ .00
405c Data Uncommitted Total			\$ .00	\$ .00	\$1,009,406.67		\$ .00
BIL 405c Data Program Total		\$804,561.17	\$1,556,166.06	\$574,370.51	\$574,370.51	\$1,786,356.72	\$ .00

BIL 405d Impaired Driving Mid

405d Mid HVE

M5HVE-2024-03-01-18	Dept of Public Safety-00071		\$556,040.19	\$556,040.19	\$945,154.24		\$ .00
405d Mid HVE Total			\$556,040.19	\$556,040.19	\$945,154.24		\$ .00

405d Mid Court Support

M5CS-2024-02-01-02	Mothers Against Drunk Driving		\$32,366.69	\$32,366.69	\$4,703.88		\$ .00
M5CS-2024-02-02-02	Dept of Public Safety-00139		\$26,063.98	\$26,063.98	\$33,171.02		\$ .00
405d Mid Court Support Total			\$58,430.67	\$58,430.67	\$37,874.90		\$ .00

405d Mid BAC Testing/Reporting

M5BAC-2024-03-01-20	Oklahoma City Police Department		\$155,746.85	\$155,746.85	\$143,756.00		\$ .00
M5BAC-2024-05-01-16	Oklahoma State Bureau of Investigation		\$325,883.94	\$325,883.94	\$24,507.58		\$ .00
405d Mid BAC Testing/Reporting Total			\$481,630.79	\$481,630.79	\$168,263.58		\$ .00

405d Mid Media/ID training/Enf Related exp.

M5PEM-2024-02-01-05	Event Marketing - Alliance		\$345,000.00	\$345,000.00	\$ .00		\$ .00
M5PEM-2024-02-02-00	Media / Marketing		\$614,593.24	\$614,593.24	\$155,406.76		\$ .00
M5PEM-2024-02-03-00	Sports Marketing - Dodgers		\$79,000.00	\$79,000.00	\$ .00		\$ .00
M5PEM-2024-02-04-00	Sports Marketing - Drillers		\$20,000.00	\$20,000.00	\$ .00		\$ .00
M5PEM-2024-02-05-00	Sports Marketing - Energy		\$ .00	\$ .00	\$30,000.00		\$ .00
405d Mid Media/ID training/Enf Related exp. Total			\$1,058,593.24	\$1,058,593.24	\$185,406.76		\$ .00

405d Mid Training

M5TR-2024-02-02-02	Dept of Public Safety-00135		\$55,314.22	\$55,314.22	\$79,309.82		\$ .00
M5TR-2024-05-01-01	Board of Tests for Alcohol		\$556,476.43	\$556,476.43	\$265,023.57		\$ .00
405d Mid Training Total			\$611,790.65	\$611,790.65	\$344,333.39		\$ .00

405d Impaired Driving Mid Uncommitted

M5X-2024-05-01-16	Oklahoma State Bureau of Investigation		\$ .00	\$ .00	\$ .00		\$ .00
405d Impaired Driving Mid Uncommitted Total			\$ .00	\$ .00	\$ .00		\$ .00
BIL 405d Impaired Driving Mid Total		\$2,837,524.31	\$1,609,994.10	\$2,766,485.54	\$2,766,485.54	\$1,681,032.87	\$ .00

BIL 405e Comprehensive Distracted Driving

405e Distracted Driving Uncommitted

M8X-2024-00-00-00	Plan		\$ .00	\$ .00	\$ .00		\$ .00
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405e Distracted Driving Uncommitted Total				\$ .00	\$ .00	\$ .00		\$ .00
BIL 405e Comprehensive Distracted Driving Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405f Motorcycle Programs (lowest 25%)								
405f Motorcyclist Awareness (lowest 25%)								
M9MA-2024-02-01-00	Media / Marketing			\$68,134.30	\$68,134.30	\$19,284.31		\$ .00
405f Motorcyclist Awareness (lowest 25%) Total				\$68,134.30	\$68,134.30	\$19,284.31		\$ .00
BIL 405f Motorcycle Programs (lowest 25%) Total		\$87,418.61	\$ .00	\$68,134.30	\$68,134.30	\$19,284.31	\$ .00	\$ .00
BIL 405f Motorcycle Programs								
405f Motorcyclist Awareness								
M11MA-2024-02-01-00	Media / Marketing			\$17,806.65	\$17,806.65	\$ .00		\$ .00
M11MA-2024-02-02-00	Sports Marketing			\$ .00	\$ .00	\$ .00		\$ .00
405f Motorcyclist Awareness Total				\$17,806.65	\$17,806.65	\$ .00		\$ .00
BIL 405f Motorcycle Programs Total		\$ .00	\$17,806.65	\$17,806.65	\$17,806.65	\$ .00	\$ .00	\$ .00
BIL 405h Nonmotorized Safety								
405h Public Education								
FHPE-2024-02-01-00	Media / Marketing			\$ .00	\$ .00	\$398,838.74		\$ .00
405h Public Education Total				\$ .00	\$ .00	\$398,838.74		\$ .00
BIL 405h Nonmotorized Safety Total		\$ .00	\$398,838.74	\$ .00	\$ .00	\$398,838.74	\$ .00	\$ .00
SUPPLEMENTAL BIL NHTSA 402								
Safety Belts								
OP-2024-03-05-18	Dept of Public Safety-00078			\$176,205.68	\$176,205.68	\$ .00		\$ .00
Safety Belts Total				\$176,205.68	\$176,205.68	\$ .00		\$ .00
Traffic Enforcement Services								
PT-2024-03-30-17	Oklahoma County			\$117,472.00	\$117,472.00	\$ .00		\$ .00
Traffic Enforcement Services Total				\$117,472.00	\$117,472.00	\$ .00		\$ .00
SUPPLEMENTAL BIL NHTSA 402 Total		\$293,677.68	\$ .00	\$293,677.68	\$293,677.68	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405b OP Low								
405b Low HVE								
M2HVE-2024-03-04-18	Dept of Public Safety-00078			\$39,722.15	\$39,722.15	\$ .00		\$ .00
405b Low HVE Total				\$39,722.15	\$39,722.15	\$ .00		\$ .00
405b Low Underserved CPS Programs								
B2CPS_US-2024-02-03-24	St. Francis Hospital Inc			\$4,500.00	\$4,500.00	\$ .00		\$ .00
405b Low Underserved CPS Programs Total				\$4,500.00	\$4,500.00	\$ .00		\$ .00
SUPPLEMENTAL BIL 405b OP Low Total		\$44,222.15	\$ .00	\$44,222.15	\$44,222.15	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405c Data Program								
405c Data Program								
M3DA-2024-05-02-01	Citation Module-00130			\$120,464.70	\$120,464.70	\$ .00		\$ .00
405c Data Program Total				\$120,464.70	\$120,464.70	\$ .00		\$ .00
SUPPLEMENTAL BIL 405c Data Program Total		\$50,071.69	\$70,393.01	\$120,464.70	\$120,464.70	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405d Impaired Driving Mid								
405d Mid HVE								
M5HVE-2024-03-01-18	Dept of Public Safety-00071			\$177,065.28	\$177,065.28	\$ .00		\$ .00
405d Mid HVE Total				\$177,065.28	\$177,065.28	\$ .00		\$ .00

SUPPLEMENTAL BIL 405d Impaired Driving Mid Total		\$177,065.28	\$ .00	\$177,065.28	\$177,065.28	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405e Comprehensive Distracted Driving								
405e Distracted Driving Uncommitted								
MBX-2024-00-00-00	Plan			\$ .00	\$ .00	\$ .00		\$ .00
405e Distracted Driving Uncommitted Total				\$ .00	\$ .00	\$ .00		\$ .00
SUPPLEMENTAL BIL 405e Comprehensive Distracted Driving Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405f Motorcycle Programs (lowest 25%)								
405f Motorcyclist Awareness (lowest 25%)								
M9MA-2024-02-01-00	Media / Marketing			\$5,440.47	\$5,440.47	\$ .00		\$ .00
405f Motorcyclist Awareness (lowest 25%) Total				\$5,440.47	\$5,440.47	\$ .00		\$ .00
SUPPLEMENTAL BIL 405f Motorcycle Programs (lowest 25%) Total		\$5,440.47	\$ .00	\$5,440.47	\$5,440.47	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405h Nonmotorized Safety								
405h Public Education								
FHPE-2024-00-00-00	Plan			\$ .00	\$ .00	\$25,323.09		\$ .00
405h Public Education Total				\$ .00	\$ .00	\$25,323.09		\$ .00
SUPPLEMENTAL BIL 405h Nonmotorized Safety Total		\$ .00	\$25,323.09	\$ .00	\$ .00	\$25,323.09	\$ .00	\$ .00
BIL 405e Distracted Driving Awareness 24-26								
405e Distracted Driving Uncommitted								
B8AX-2024-00-00-00	PLAN			\$ .00	\$ .00	\$464,777.73		\$ .00
405e Distracted Driving Uncommitted Total				\$ .00	\$ .00	\$464,777.73		\$ .00
BIL 405e Distracted Driving Awareness 24-26 Total		\$464,777.73	\$ .00	\$ .00	\$ .00	\$464,777.73	\$ .00	\$ .00
BIL 405g Nonmotorized Safety 24-26								
405g Nonmotorized Safety Uncommitted								
BGX-2024-00-00-00	Plan			\$ .00	\$ .00	\$474,801.56		\$ .00
405g Nonmotorized Safety Uncommitted Total				\$ .00	\$ .00	\$474,801.56		\$ .00
BIL 405g Nonmotorized Safety 24-26 Total		\$474,801.56	\$ .00	\$ .00	\$ .00	\$474,801.56	\$ .00	\$ .00
SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24-26								
405e Distracted Driving Uncommitted								
B8AX-2024-00-00-00	PLAN			\$ .00	\$ .00	\$31,126.97		\$ .00
405e Distracted Driving Uncommitted Total				\$ .00	\$ .00	\$31,126.97		\$ .00
SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24-26 Total		\$31,126.97	\$ .00	\$ .00	\$ .00	\$31,126.97	\$ .00	\$ .00
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26								
405g Nonmotorized Safety Uncommitted								
BGX-2024-00-00-00	Plan			\$ .00	\$ .00	\$29,549.17		\$ .00
405g Nonmotorized Safety Uncommitted Total				\$ .00	\$ .00	\$29,549.17		\$ .00
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26 Total		\$29,549.17	\$ .00	\$ .00	\$ .00	\$29,549.17	\$ .00	\$ .00
NHTSA Total		\$11,513,885.80	\$9,267,367.84	\$11,686,267.09	\$11,686,267.09	\$9,094,986.55	\$ .00	\$ .00
Total		\$11,513,885.80	\$9,267,367.84	\$11,686,267.09	\$11,686,267.09	\$9,094,986.55	\$ .00	\$ .00