



FY2021  
**OKLAHOMA**  
ANNUAL REPORT



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## **Preface**

The National Highway Traffic Safety Administration (NHTSA) requires the Oklahoma Highway Safety Office (OHSO) to produce the annual report for the Federal Fiscal Year (FFY) 2021 - from October 1, 2020, through September 30, 2021. This report contains a variety of crash data statistical references. The latest crash data currently available from the NHTSA Fatality Analysis Reporting System (FARS) database is the Calendar Year (CY) 2020. The latest finalized crash data available from the State of Oklahoma crash database is FY2020. Due to corrections made in the FARS database not reflected in the Oklahoma database, occasional statistical differences related to actual numbers, use rates, and percentages will appear. Except for the number of Serious Injuries (A) and the Seat Belt Use Rate, all the Core Performance Measures addressed in this report are FARS data.

# OSHO Mission and Vision Statement



## Vision

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

## Mission

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



## Executive Summary

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

FY21 saw an overall reduction in execution of allocated funding and reduced grant program activities. The effects of the pandemic extend beyond health. It has and continues to impact jobs, security, schools, the environment, and all aspects of our ability to deliver programs. Oklahoma law enforcement agencies are struggling to recruit, hire and retain police officers. There are multiple social, political, and economic forces that are shaping the current state of recruitment and retention. Our non-profits as well as our Law enforcement agencies are reporting a difficulty in hiring civilian employees due to the lack of qualified applicants. The resulting understaffing of agencies is influencing the ability of agencies to deliver our programs. Agencies have had to reduce or eliminate certain agency services, units, or positions because of staffing difficulties. Unfortunately, for law enforcement agencies, traffic enforcement is usually one of the first cuts.

Oklahoma law enforcement agencies continue to be challenged in their ability to complete highway safety grant-funded activities due to the funds' non-flexibility. The formula for Section 405 grant determination used by NHTSA as dictated by Federal law is not allocated based upon a data-driven analysis. The funding percentages do not follow the problem analysis process as described in the Uniform Procedures for Highway Safety Grant Programs. For example, 405(d) is funded at nearly 50% of the National Priority Safety Program, while alcohol-impaired driving fatalities account for 29% of the overall fatalities. The funding percentages do not follow the published planning process based on the 2018 Fatal Motor Vehicle Crash Overview. The restrictions on 405 funds limit the State's ability to develop, fund, and implement comprehensive programs in these areas. It would greatly benefit the States for NHTSA to advocate flexibility of these funds to Congress. Unfortunately, in the new authorization none of this has been changed.

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

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

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

Sincerely,

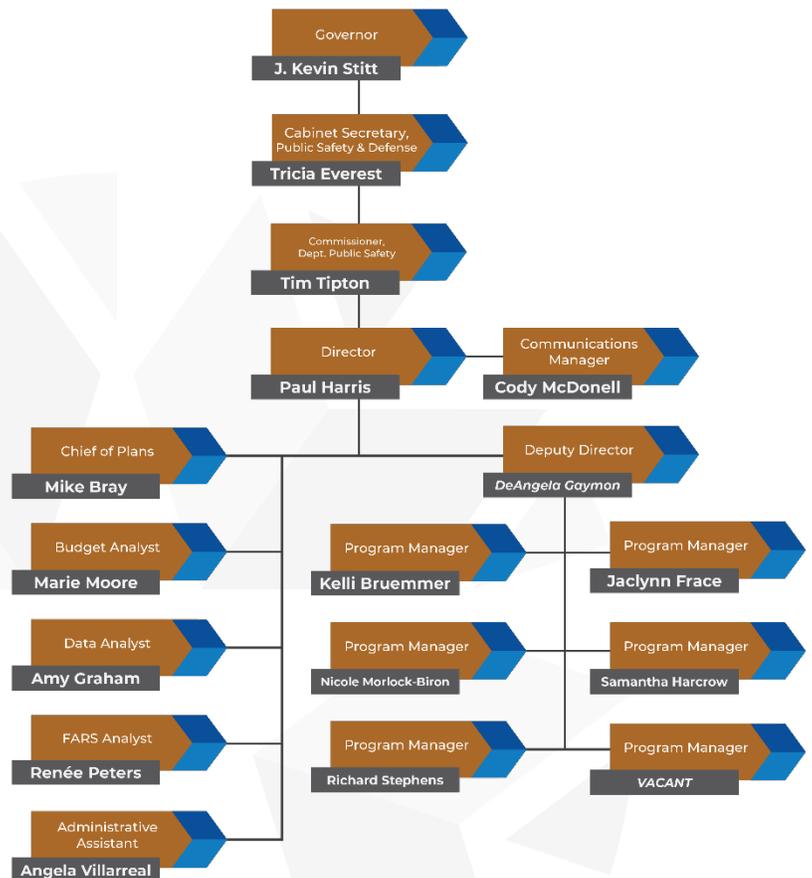
Paul Harris

Director, Oklahoma Highway Safety Office

## OHSO Organizational Chart

Below is the current Organizational Chart for the OHSO:

- Director
- Deputy Director
- Chief of Plans
- Budget Analyst
- Communications Manager
- Five (5) Program Managers
- Data Analyst
- FARS Analyst
- Administrative Assistant



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: To limit a projected increase in traffic fatalities, from 657 in 2017 to 681 in 2021.**

Based on FARS data for CY2020, there were 652 fatalities, which is well below the target of 681. Preliminary Oklahoma data for FY2021 shows a decrease in fatality crashes, 679, and should remain at or below the target of 681. The 5-year rolling average is trending downward.

### **C-2 Number of Serious Injuries**

**Target: To decrease the number of Serious (A) injuries from 2646 in 2017 to 2462 in 2021.**

Based on Oklahoma data for 2020, there were 2061 Serious Injuries from traffic crashes, which is significantly below the target of 2465 for CY2020. Preliminary Oklahoma data for FY2021 shows a significant decrease in serious injury crashes, 1927, and should remain well below the target of 2462.

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

**Target: To limit a projected increase in the Total Fatalities per 100M VMT Rate, from 1.33 in 2017 to 1.42 in 2021.**

It appears that Oklahoma will meet the 2021 target of 1.42 Fatality Rate based on the preliminary Oklahoma data. FARS data for CY2020 is not yet available for analysis.

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

**Target: To decrease the number of unrestrained passenger vehicle occupant fatalities (all seating positions) from 233 in 2017 to 187 in 2021.**

Based on CY2020 FARS data, there were 220 unrestrained passenger vehicle occupant fatalities, which is well above the target of 204. Preliminary Oklahoma data for FY2021 shows 210 unrestrained passenger vehicle occupant fatalities, which is well above the target of 187. The OHSO feels this dramatic increase and departure from the norm is due in large part to the on-going COVID pandemic. Oklahoma will place special emphasis on occupant protection to help mitigate unrestrained fatalities in the FY23 Highway Safety Plan.

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

**Target: To decrease the number of fatalities involving a driver/operator .08 or more BAC from 161 in 2017 to 154 in 2021.**

This performance measure's data is the most difficult to obtain, and the disparity between FARS and Oklahoma data is quite noticeable. FARS data for CY2020 shows 179 fatalities related to this performance measure, and Oklahoma data shows 199; however, the data shows Oklahoma did not meet its target of 134 for 2020. OHSO feels this dramatic increase is due in large part to the on-going COVID pandemic. Analysis of the very preliminary Oklahoma data for FY2021 shows a decrease, 116; however, the data is still too early to give any indication Oklahoma will meet the target of 154. Even though Oklahoma may meet the target, Oklahoma will place special emphasis on impaired driving to help mitigate alcohol-related fatalities in the FY23 Highway Safety Plan.

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

**Target: To decrease the number of speed-related fatalities from 183 in 2016 to 135 in 2021.**

FARS data for CY2020 showed a dramatic increase in speed-related fatalities, 156, which is well above the target of 134. CY2020 Oklahoma data showed more of an increase with 185 speed-related fatalities. Preliminary Oklahoma FY2021 data of 150 appears Oklahoma will NOT meet the 2021 target of 135. The OHSO feels the dramatic increase is due in large part to the on-going COVID pandemic. Oklahoma will place special emphasis on speed abatement initiatives to help mitigate speed-related fatalities in the FY23 Highway Safety Plan.

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

**Target: To decrease the number of motorcycle fatalities from 93 in 2017 to 91 in 2021.**

FARS data for CY2020 showed a significant decrease, 63, which is departure from the static rates from previous years. Preliminary Oklahoma FY2021 data shows static results year of year of 63, which appears Oklahoma will meet the 2021 target of 91.

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

**Target: To decrease the number of unhelmeted motorcycle fatalities from 68 in 2017 to 55 in 2021.**

FARS data for CY2020 showed a significant decrease in unhelmeted motorcycle fatalities, 39, and based on Preliminary Oklahoma FY2021 data, although an increase from CY2020, 45, Oklahoma will still meet the 2021 target.

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

***Target: To decrease the number of drivers under the age of 21 involved in fatal crashes from 93 in 2017 to 76 in 2021.***

FARS data for CY2020 showed a significant increase for drivers aged under 21 involved in fatal crashes from the previous year, 91, causing Oklahoma to NOT meet the target for 2020. Preliminary Oklahoma FY2021 data shows a slight decrease, 84; however, it appears Oklahoma will NOT meet the 2021 target. The OHSO feels the dramatic increase is due in large part to the on-going COVID pandemic. Oklahoma will place special emphasis on teen safety programs to help mitigate drivers under 21 involved in fatal crashes in the FY23 Highway Safety Plan.

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

***Target: To decrease the number of pedestrian fatalities from 79 in 2017 to 73 in 2021.***

FARS data for CY2020 remained static in pedestrian fatalities, 85, and Oklahoma did NOT meet the target of 83. Preliminary Oklahoma FY2021 data shows a significant increase, 94; Oklahoma will NOT meet the 2021 target of 73. The OHSO feels the dramatic increase is due in large part to the on-going COVID pandemic. Oklahoma will place special emphasis on pedestrian safety to help mitigate pedestrian-related fatalities in the FY23 Highway Safety Plan.

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

***Target: To limit a projected increase in the number of pedal cyclist fatalities from 6 in 2017 to 8 in 2021.***

Although FARS data for CY2020 showed a decrease from the previous year, Oklahoma still did NOT meet the target of 5 pedalcyclist fatalities. Preliminary Oklahoma FY2021 data appears Oklahoma will NOT meet the 2021 target of 8. Oklahoma will place special emphasis on pedalcyclist safety to help mitigate pedalcyclist-related fatalities in the FY23 Highway Safety Plan.

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

***Target: To increase the statewide safety belt use rate 84.7% in 2019 to 87.7% in 2021.***

The 2021 seatbelt use rate of 84.4%, the lowest of the previous five (5) years' survey results, shows Oklahoma did not meet the projected seatbelt use rate. Oklahoma is currently in the process of seat belt use survey site-reselection and that data will be included in the FY23 Highway Safety Plan.

## **State Performance Measures**

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

**Target: To limit an increase of drug-related fatalities from 199 in 2017 to 277 in 2021.**

This metric is difficult to measure. The data results are suspected or found to be in the person's system, including prescription medications, which may not be the direct cause of the crash. However, Oklahoma CY2020 data shows, 288, and Oklahoma did NOT meet the 2020 target of 143. It is too early to confidently evaluate this performance measure. Currently, there are 97 drug-related fatalities recorded; however, the OHSO feels this is well under the actual total. Oklahoma will place special emphasis on impaired driving to help mitigate drug-related fatalities in the FY23 Highway Safety Plan.



### Assessment of Results in Achieving Performance Targets for FY21 and FY20

Performance Measure	FY 2021					FY 2020				
	Target Period	Target Year(s)	Target Value FY21 HSP	FY Data Source Progress Results	On Track to Meet FY Target Y/N	Target Value FY20 HSP	Target Year(s)	FY Data Source Final Result	Met FY Target Y/N	
<b>C-1) Total Traffic Fatalities</b>	5 year	2017-2021	681	FY21 State 679	Y	662	2016-2020	2020 FARS 652	Y	
<b>C-2) Serious Injuries in Traffic Crashes</b>	5 year	2017-2021	2462	FY21 State 1927	Y	2465	2016-2020	2020 FARS 2061	Y	
<b>C-3) Fatalities/VMT</b>	5 year	2017-2021	1.42	Not Available	**	1.32	2016-2020	Not Available	UK	
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	5 year	2017-2021	187	FY21 State 210	N	204	2016-2020	2020 FARS 220	N	
<b>C-5) Alcohol-Impaired Driving Fatalities</b>	5 year	2017-2021	154	FY21 State 116	Y	134	2016-2020	2020 FARS 179	N	
<b>C-6) Speeding-Related Fatalities</b>	5 year	2017-2021	134	FY21 State 150	N	135	2016-2020	2020 FARS 156	N	
<b>C-7) Motorcyclist Fatalities (FARS)</b>	5 year	2017-2021	91	FY21 State 63	Y	82	2016-2020	2020 FARS 63	Y	
<b>C-8) Unhelmeted Motorcyclist Fatalities</b>	5 year	2017-2021	55	FY21 State 45	Y	62	2016-2020	2020 FARS 39	Y	
<b>C-9) Drivers Age 20 or Younger Involved in Fatal Crashes</b>	5 year	2017-2021	76	FY21 State 84	N	83	2016-2020	2020 FARS 91	N	
<b>C-10) Pedestrian Fatalities</b>	5 year	2017-2021	73	FY21 State 94	N	83	2016-2020	2020 FARS 85	N	
<b>C-11) Bicyclist Fatalities</b>	5 year	2017-2021	8	FY21 State 10	N	5	2016-2020	2020 FARS 12	N	
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2021	87.7%	FY21 State 84.40%	N	86.3%	2020	2020 FARS ***84.7%	N	

### Assessment of Results in Achieving Other Performance Targets for FY21 and FY20

Other Performance Measure	Target Period	Target Year(s)	Target Value FY21 HSP	FY Data Source Progress Results	On Track to Meet FY Target Y/N	Target Value FY20 HSP	Target Year(s)	FY Data Source Final Result	Met FY Target Y/N
<b>S-5a Drug-related Fatalities</b>	Annual	2021	277	FY21 State 96	Y	143	2020	2020 State 288	N

\*FY21 State data is preliminary and is subject to change

\*\*Currently in-Progress

\*\*\*FY20 Seat Belt Use Survey not conducted - FY19 data used

## **Coordination with the State Strategic Highway Safety Plan (SHSP)**

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

## **Traffic Safety Surveys**

Through agreements with our partners, the OHSO conducted statewide traffic safety surveys in 2021.

- Statewide Seat Belt Use Survey – M2PE-21-02-01-00
- Statewide Child Restraint Use Survey – M2PE-21-02-01-00
- Attitude and Awareness Survey – PM-21-02-05-00

## **Partnerships in Traffic Safety**

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

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

### ***Energize for Safety Coalition***

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

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

- Alive @ 25 presented to a few schools in accordance with COVID-19 restrictions

### **Other Notable Events**

- *OHSO Annual Traffic Safety Summit* – The OHSO held its Traffic Safety Summit (Summit) in July 2021. The Summit included Drug Recognition Expert (DRE) training, Standardized Field Sobriety Test (SFST) training, crash investigation training provided by the Oklahoma Highway Patrol's Traffic Homicide Unit (THU), and other traffic safety training sessions for more than 450 local and state law enforcement officers/troopers and other traffic safety professionals.

### **Legislative Update**

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

#### ***HB2122 – Oklahoma Cocktails to Go Act of 2021 | Effective Date: 90 days after sine die (August 26, 2021)***

Cocktails to Go Act of 2021. Applies to wine and mixed drinks. Must be in a sealed container placed in the trunk of the vehicle. Verification of the age and intoxication level of the purchaser. Prohibits delivery of cocktails and wine by third-party delivery services.

[http://webserver1.lsb.state.ok.us/cf\\_pdf/2021-22%20ENR/hB/HB2122%20ENR.PDF](http://webserver1.lsb.state.ok.us/cf_pdf/2021-22%20ENR/hB/HB2122%20ENR.PDF)

#### ***HB2380 – Patron self-pour service | Effective Date: 11/01/2021***

Provides for self-serve beer or wine through a video monitored RFID device that allows the patron to receive 10 oz. of wine or 32 oz. of beer.

[http://webserver1.lsb.state.ok.us/cf\\_pdf/2021-22%20ENR/hB/HB2380%20ENR.PDF](http://webserver1.lsb.state.ok.us/cf_pdf/2021-22%20ENR/hB/HB2380%20ENR.PDF)

#### ***HB1795 – Mandatory Revocations – Drug Offenses | Effective Date: 11/01/2021***

Removes revocation for misdemeanor drug offenses. Modifies court authority over driver licenses.

[http://webserver1.lsb.state.ok.us/cf\\_pdf/2021-22%20ENR/hB/HB1795%20ENR.PDF](http://webserver1.lsb.state.ok.us/cf_pdf/2021-22%20ENR/hB/HB1795%20ENR.PDF)

#### ***HB1071 – Exemptions from the Oklahoma Alcohol and Drug Abuse Services | Effective Date: 11/01/2021***

Exempts Services provided by health centers governed by the Public Health Service Act from the requirements of the Alcohol and Drug Abuse Services Act, excepting certain services under the American Society of Addiction Medicine's Levels of Care.

[http://webserver1.lsb.state.ok.us/cf\\_pdf/2021-22%20ENR/hB/HB1071%20ENR.PDF](http://webserver1.lsb.state.ok.us/cf_pdf/2021-22%20ENR/hB/HB1071%20ENR.PDF)

#### ***HB1777 – Toxicology testing laboratories | Effective Date: 11/07/2021***

Modifies the name of Board of Tests for Alcohol and Drug Influence to Board of Tests for Alcohol and Drug Influence and adjusts certain accrediting authority requirements.

[http://webserver1.lsb.state.ok.us/cf\\_pdf/2021-22%20ENR/hB/HB1777%20ENR.PDF](http://webserver1.lsb.state.ok.us/cf_pdf/2021-22%20ENR/hB/HB1777%20ENR.PDF)

**SB367\* – Modifying collection process for blood alcohol concentration testing/  
Effective Date: 11/01/2021**

Includes EMTs in the statutory list of individuals authorized to collect blood for the purpose of DUI enforcement. Eliminates provisions related to retained specimens of breath. Removes provisions requiring the seizure of an arrestee's driver license. Simplifies the admissibility requirements for blood tests by adopting ISO 17025. Simplifies the admissibility requirements for breath tests by adopting NHTSA's conforming products list for breath test instruments and reference methods. Allows for delegation of BOT's authority to the Director. Defines "screening test". [http://webserver1.lsb.state.ok.us/cf\\_pdf/2021-22%20ENR/SB/SB367%20ENR.PDF](http://webserver1.lsb.state.ok.us/cf_pdf/2021-22%20ENR/SB/SB367%20ENR.PDF)

**H2382 – Street-legal utility vehicles | Effective Date: 04/28/2021**

Establishes provisions for the registration and use of street-legal utility vehicles. [http://webserver1.lsb.state.ok.us/cf\\_pdf/2021-22%20ENR/hB/HB2382%20ENR.PDF](http://webserver1.lsb.state.ok.us/cf_pdf/2021-22%20ENR/hB/HB2382%20ENR.PDF)

**SB184 – Electric-assisted bicycles | Effective Date: 11/01/2021**

Establishes a speed limit of 20-miles-per-hour on trails for electric-assisted bicycles. [http://webserver1.lsb.state.ok.us/cf\\_pdf/2021-22%20ENR/SB/SB184%20ENR.PDF](http://webserver1.lsb.state.ok.us/cf_pdf/2021-22%20ENR/SB/SB184%20ENR.PDF)

**HB1770 – Bicycle safety | Effective date: 11/01/2021**

Provides certain exceptions for bicyclists at traffic-control devices and declares reckless driving as any person driving a motor vehicle to harass, taunt or maliciously throw an object at or in the direction of any cyclist. [http://webserver1.lsb.state.ok.us/cf\\_pdf/2021-22%20ENR/hB/HB1770%20ENR.PDF](http://webserver1.lsb.state.ok.us/cf_pdf/2021-22%20ENR/hB/HB1770%20ENR.PDF)

## Enforcement Activity

A total of thirty-six (36) law enforcement agencies received grants for FY21, which included funding for overtime traffic enforcement activities. These efforts resulted in a total of 88,955 citations issued.

## Nationwide Mobilizations



Oklahoma participated in the 2021 *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 website contains a Mobilization Reporting System which allows agencies to submit 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 FY2021 Highway Safety Plan contributed to the overall goal of improving traffic safety efforts to reduce the number and severity of traffic crashes in the State of Oklahoma to save lives. All grantees having traffic enforcement grants are required to submit monthly reports on the number of impaired driving, occupant protection, speeding and other type violations citations issued during grant funded operations. Due to the COVID-19 pandemic, all program areas/grant-funded projects were affected, and most under-executed grant funding.

## Impaired Driving Program Summary

In FY2021, OHSO provided grants to fourteen (14) agencies statewide, including the OHP, to conduct enforcement, training, or educational activities dedicated to impaired driving affecting most of Oklahoma's counties. These overtime efforts resulted in 1,505 arrests for impaired driving offenses. Several projects addressed increased training and education in impaired driving offenses for judges and prosecutors.

Using funds from Section 402 and Section 405(d), Oklahoma developed a strategic Statewide Impaired Driving Plan which promotes sustained high-visibility enforcement of impaired driving violations and other related items, such as education, media, judicial, and prosecution training. All grantees having enforcement activities are required to submit monthly reports on the number of impaired driving citations.

## ***Impaired Driving Program Activities***

### ***Impaired Driving Statewide Enforcement Activities***

<b>Project Number</b>	<b>Project Title</b>
M5HVE-21-03-01-15	OHP Impaired Driving Enforcement
M5HVE-21-03-02-15	Impaired Driving Liaison (IDL) Project
AL-21-05-06-14	Impaired Driving Liaison (IDL) Project

Utilizing all 13 field Troops, the OHP conducted sustained overtime impaired driving enforcement throughout Oklahoma. The Impaired Driving Coordinator utilized data from KA crashes to determine the amount of funding provided to each Troop. During fiscal year 2021 organized ENDUI checkpoints and saturation patrols were conducted throughout the state.

In addition to overtime enforcement, an OHP Statewide Impaired Driving/Occupant Protection Coordinator and five (5) full-time IDLs are grant funded. The IDLs are tasked with implementing and coordinating regional impaired driving area-wide task force efforts to promote checkpoints and STEP programs directed at impaired driving and assist with any training that may be needed. The OHP Impaired Driving/OP Coordinator was employed to facilitate and coordinate the IDLs, field troops, and local agencies in the identification of problem areas and coordination of scheduling and reporting impaired driving-related activities. Among other duties, the coordinator employs a data-driven impaired driving strategic plan in conjunction with area-wide enforcement activities, under the immediate direction of an IDL. Although there were months during FY2021 of Covid-19 pandemic numbers spiking again, the Impaired Driving Liaisons were still able to conduct over 100 ENDUI events. This project resulted in the arrest of 1,505 impaired drivers statewide during the grant year.



manufactural issues that could not be solved quickly due to COVID supply chain issues and other factors. This project is funded in FY22 to assist in meeting our testing goals.

<b>Project Number</b>	<b>Project Title</b>
M5BAC-21-02-01-17	Oklahoma Drug Recognition Expert (DRE) Training

The OHSO granted the Oklahoma City Police Department to deliver the Drug Recognition Expert (DRE) Training and Program QA in FFY21. OCPD utilized 97% of the funding, with most of the remaining funds left in travel lines. The project has seen a few challenges through FFY21. The execution of the grant was delayed until February due to system issues and Oklahoma City's procedures for approval. COVID played a part in other issues with the project including certification nights, as the county jail normally utilized would not allow the program to use their facilities due to the pandemic. The project director was able to overcome this challenge and certified ten (10) new DREs utilizing OHSO funds through the grant-funded year.

<b>Project Number</b>	<b>Project Title</b>
M5TR-21-03-02-18	Traffic Safety Resource Prosecutor (TRSP)
M5CS-20-02-01-02	Judicial Outreach Liaison (JOL) Project

In FY2021, the TSRP project conducted 23 separate training sessions and events. These training events included: The 2021 Prosecutor Boot Camp; "I Only Have 5 Minutes: What Your Prosecutor Needs to Know About the DRE Evaluation" in support of the NACP DAID Conference, and Legal Updates for the OHSO's Traffic Safety Summit. The TSRP also provided technical assistance and other resource documents prepared and distributed by the project affecting 119 DWI, DUI, DUID and APC cases. Additionally, the TSRP attended or presented continuing education programs at 2 Safe Community Meetings across the state and conducted multiple public awareness activities via Facebook or Twitter. Finally, the TSRP project was able to deliver the "Highway Headlights" newsletter throughout the fiscal year via electronic and virtual means.

The JOL program still struggled with cancellations and closures due to COVID. The judicial conference was cancelled due to these COVID restrictions, so the JOL breakout did not occur. Aside from the issues with COVID, the JOL did a great job delivering training where he could, including the quarterly newsletter. The quarterly newsletters prove to be of significant value to the judiciary. Its digital presence is a boon to furthering project goals.

<b>Project Number</b>	<b>Project Title</b>
164AL-21-02-01-05	ODMHSAS AlcoholEdu Teen Program

Through this project schools offer an ideal setting to reach teens for prevention education but are not required to implement evidence-based prevention programs to address underage drinking and its consequences, including impaired driving. Through a

partnership between the ODMHSAS and the Oklahoma Department of Education, AlcoholEdu is available high schools across the State of Oklahoma. AlcoholEdu is an online, evidence-based, underage drinking prevention course. Students who participate in the course travel virtually through a community to better understand the risks around drinking alcohol and apply their learning in the areas of blood alcohol concentration (BAC), standard drink definition, alcohols effect on the mind/body, protective strategies, and bystander intervention. The AlcoholEdu program has demonstrated positive outcomes in decreasing the acceptance of underage drinking, reducing underage drinking, and reducing riding with an intoxicated driver. The project this year allowed for AlcoholEdu to be available to a total of 40 new and returning school sites.

Summary:

- Identified list of Oklahoma counties with the highest incidence of youth involved in alcohol-related crashes.
- 100% of Oklahoma schools were provided with program information
- 40 total schools were recruited for the program this year, which 33 were new schools and not included in the baseline
- 2,239 students are currently active or have participated in the program
- 9 PI&E opportunities were conducted between the program developer and the Project Director.

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

<b>Project Number</b>	<b>Project Title</b>
AL-21-03-01-20	Bixby Impaired Driving Enforcement
AL-21-03-02-18	Lawton Impaired Driving Enforcement
AL-21-03-03-17	Oklahoma City Impaired Driving Enforcement
AL-21-03-04-01	Purcell Impaired Driving Enforcement
AL-21-03-05-14	Tulsa County Impaired Driving Enforcement

The above local agencies participated in high-visibility impaired driving enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). Such countermeasures have long been recognized as effective countermeasures to prevent DUI related crashes. The agencies listed combined for a total of 570 DUI arrests during the grant period. While agencies listed were affected by the COVID-19 restrictions, they performed to the best of the ability to help combat impaired driving related crashes.

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

<b>Project Number</b>	<b>Project Title</b>
AL-20-03-01-19	Bixby Impaired Driving Enforcement

Bixby PD had a good fiscal year for grant activity, all while dealing with under-staffing issues and the ongoing COVID-19 pandemic restrictions. Total expenditures amounted to less than 25% of their total funding due to these issues.

## Occupant Protection (OP) Program Summary

The results for FY2021 Oklahoma State-wide Seat Belt Use Rate survey showed a decrease from the previous surveyed year, 84.4%, in seat belt use rate; however, the Child Restraint survey showed a significant increase, 91.8%. All grantees having traffic enforcement grants are required to submit monthly reports on the number of occupant protection citations issued during grant funded operations. Oklahoma participated in the 2021 *Click It or Ticket* national mobilization May 17<sup>th</sup> thru June 6<sup>th</sup>, focusing on seat belt use and child restraint use, which resulted in 14,594 contact reports, utilizing only 8,653 enforcement hours or 1.6 contacts per enforcement hour.

### Occupant Protection Program Activities

#### Occupant Protection Statewide Enforcement Activities

Project Number	Project Title
M2HVE-21-07-01-15	OHP Statewide HVE OP Enforcement
OP-21-07-01-15	OHP Statewide OP Enforcement

Under the direction of an OHP Statewide Impaired Driving/Occupant Protection Coordinator, utilizing all 13 field troops and employing a combination of traffic safety checkpoints, saturation patrols, nighttime saturation, and multi-agency special emphasis, the OHP conducted statewide overtime seat belt enforcement. Enforcement was concentrated in counties impacting 75% of the State's population and counties identified in the 2019 Statewide Seat Belt Survey as having low use rates. Troopers conducted scheduled saturation patrols during certain months of the grant-funded year including the annual *Click It or Ticket Mobilization* which will dramatically impact strategic planning for OP efforts. The plan for overtime OP enforcement activities were revised and conducted during Oklahoma SAFE Kids enforcement, HVE OP enforcement period which occurred during summer times and holiday periods, during the month of August which is highest month for unrestrained fatality crashes, and during Child Passenger Safety week.

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

Project Number	Project Title
M2CPS-21-02-01-23 M2CSS-21-02-01-23 M2TR-21-02-01-23	Safe Kids Oklahoma (SKO) Statewide CPS Program
OPCPS-21-06-04-21 OPCSS-21-06-04-21 OPTR-21-06-04-21	Safe Kids Tulsa Statewide (SKT) CPS Program

The OHSO is fortunate to have two high-performing CPS programs that take the lead in CPS efforts in Oklahoma. Working as a team, SKO in Oklahoma City and SKT at St. Francis Hospital in Tulsa coordinated their efforts to provide CPS services to all 77 counties in Oklahoma. Due to COVID-19, some events and training sessions were cancelled or altered during the first quarter FY2021. Despite this challenge, both CPS programs were successful this fiscal year.

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

- Checked 1,818 child seats for correct installation and use
- Distributed 1,420 car seats for families in-need
- Sponsored 130 community car seat checkup events
- Conducted 52 community child seat workshops provided in English and Spanish, reaching 414 parents and caregivers
- Conducted 22 technician certification/recertification courses for 151 technicians

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

The 2021 Martha Collar Tech Reunion conference was hosted virtually due to the COVID-19 precautions/restrictions. The event was well attended, with 242 child passenger safety technicians in attendance far exceeding the goal of 200 attendees.

**Occupant Protection Teen Safety Program Activities**

Project Number	Project Title
OP-21-02-01-07	OK SAFE Teen Seat Belt Program

*Seatbelts Are For Everyone* (SAFE) is a partnership between students, law enforcement agencies, and traffic safety advocates designed to bring awareness to the importance of wearing seat belts to reduce the number and severity of KA crashes among Oklahoma’s high school students. 11 schools implemented the 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 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 (2020-2021) the SAFE program served 4,235 students. There was an average of 84% seatbelt use among participating schools for the beginning of the 2020-

2021 school year. Unfortunately, due to COVID-19, many schools were unable to complete the program, and several were unable to administer their baseline surveys and final surveys.

**Occupant Protection Local Agency Program Activities**

<b>Project Number</b>	<b>Project Title</b>
OP-21-03-02-03	Kay County Occupant Protection Enforcement
OP-21-03-05-01	McIntosh County Occupant Protection Enforcement
OP-21-03-03-17	Oklahoma City PD Occupant Protection Enforcement

The above local agencies participated in high-visibility OP enforcement and education activities (all projects are required to conduct PI&E activities in support of the project). Such countermeasures have long been recognized as effective countermeasures to increase seat belt compliance. The agencies listed combined for a total of 4,273 citations issued for seat belt/child restraint violations. While agencies listed were affected by the COVID-19 restrictions, they performed to the best of the ability to help encourage seat belt/child restraint utilizations.

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

OP-21-03-02-03	Kay County Occupant Protection Enforcement
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The Kay County Sheriff's Office was impacted by Covid-19 protocols and restrictions early in the project year. This limited the number of deputies available to work project hours. As restrictions were relaxed there was still some illness within Kay County law enforcement and their families. The project's best months were in November and January, but the project never came near monthly projected hours worked. Productivity during project hours were near projections with most contacts related to occupant protection. Unfortunately, the project never reached a level of implementation to achieve project goals. Year to date Project Deputies completed only 211.5 of 1,284 projected hours of overtime occupant protection enforcement. Productivity during these hours were near projections. Deputies completed 20 of 211.5 hours of enforcement during nighttime hours which meets the required 10% projection. 5 of 24 projected PI&E activities were reported. Just over 14% of available funding was utilized.

## **Police Traffic Services (PTS)/Speed Abatement (SE) Program Summary**

The primary goal of Police Traffic Services grants is to decrease the number of area fatality and injury crashes through increased traffic enforcement in their respective communities, thereby contributing to a reduction in the number of persons killed or injured in vehicle crashes statewide. As with impaired driving and occupant protection, all enforcement grants are required to submit the number of Impaired Driving, OP, and Speed related violations issued during grant funded enforcement activity.

### ***PTS & SE Program Activities***

There were twenty-eight (28) general traffic enforcement grants funded this year to support local community efforts, with one (1) of those being dedicated specifically to speed abatement. All general enforcement projects are encouraged to include ongoing speed enforcement as an integral part of their project. As with impaired driving and occupant protection, all enforcement grants are required to submit the number of DUI, OP, and speed related violations issued during grant funded enforcement activity.

### ***PTS***

<b>Project Number</b>	<b>Project Title</b>
PT-21-03-01-03	Bartlesville General Traffic Enforcement
PT-21-03-02-21	Broken Arrow General Traffic Enforcement
PT-21-03-03-04	Bryan County Traffic Enforcement
PT-21-03-04-02	Caddo County General Traffic Enforcement
PT-21-03-05-12	Calera Traffic Enforcement
PT-21-03-07-01	Choctaw Traffic Enforcement
PT-21-03-08-01	Collinsville Traffic Enforcement
PT-21-03-09-01	Creek County Traffic Enforcement
PT-21-03-10-06	Del City Traffic Enforcement
PT-21-03-11-18	Durant Traffic Enforcement
PT-21-03-12-23	Edmond General Traffic Enforcement
PT-21-03-13-17	Enid Traffic Enforcement
PT-21-03-14-05	Guthrie Traffic Enforcement
PT-21-03-15-08	Idabel Traffic Enforcement
PT-21-03-16-12	McAlester Traffic Enforcement
PT-21-03-18-18	Midwest City Traffic Enforcement
PT-21-03-19-13	Norman Traffic Enforcement
PT-21-03-20-14	Oklahoma County General Traffic Enforcement and Education
PT-21-03-21-03	Osage County Traffic Enforcement
PT-21-03-22-16	Owasso General Traffic Enforcement

PT-21-03-23-05	Piedmont Traffic Enforcement
PT-21-03-24-11	Pottawatomie County Traffic Enforcement
PT-21-03-25-03	Rogers County Traffic Enforcement
PT-21-03-26-15	Shawnee Traffic Enforcement
PT-21-03-27-14	Tulsa General Traffic Enforcement
PT-21-03-28-01	Tuttle Traffic Enforcement
PT-21-03-29-11	Warr Acres Traffic Enforcement

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

### **SE**

<b>Project Number</b>	<b>Project Title</b>
SE-20-03-11-01	Wagoner Country Speed Enforcement

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

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

<b>Project Number</b>	<b>Project Title</b>
PT-21-03-08-01	Collinsville Traffic Enforcement
PT-21-03-23-05	Piedmont Traffic Enforcement

The COVID-19 pandemic affected nearly all our agencies, but it seems that the smaller departments were affected the most regarding grant enforcement work. The two above agencies did try to work as much as they could, but low staffing levels, COVID illness, and overtime to support routine patrol functions contributed significantly to consistently unmet activity target and they were only able to expend less than 20% of their funding.

### ***Crash Investigation Program Activities***

<b>Project Number</b>	<b>Project Title</b>
AI-21-01-01-09	Advanced Crash Investigation Training

The nature of this project was to provide advanced training in crash investigations to Oklahoma law enforcement agencies. Three, 80-hour classes were proposed to give the opportunity to be trained as accident reconstructionist. Traffic Homicide Unit (THU) conducted four advance crash investigation courses which included, Advanced Momentum, Commercial MV Crash Reconstruction, Collision Scene Mapping with UAV, and UAV Pilot Certification Training. Additionally, many members of the Traffic Homicide Unit completed online training in video analysis and event data recorder analysis. Despite continued cancellations and staffing challenges due to COVID, 59 LEOs received the intended trainings (target was 80) - 75% achieved.

<b>Project Number</b>	<b>Project Title</b>
AI-21-05-02-03	OHP Statewide Crash Investigation Team

This project assisted in providing the THU in completing technical crash investigations in the cause and contributing factors of serious injury and fatal collisions. It allowed more timely and accurate reporting, which allowed investigators to report mitigating factors to area administrators to combat dangerous driving behaviors. THU completed more than two-hundred-thirty (230) calls for service. These include serious injury and fatal collision events investigated by the OHP and assistance provided to local law enforcement agencies. More than forty-five (45) agency assists were documented, to include consultation and technical skill application. Additionally, with the recent US Supreme Court ruling involving Indian Country (McGirt), members of the THU worked with Federal Prosecutors on many occasions and collaborated with the FBI on successful, timely, and accurate investigations within tribal boundaries.

### **Statewide Data Systems/Traffic Records Program Summary**

At the core of any traffic safety improvement program is the ability to collect pertinent data to aid in defining the problem and to be able to evaluate the success of the countermeasures employed. The below projects funded by the OHSO in FY2021 were designed with this end in mind.

#### **Data Systems/Traffic Records Program Activity**

<b>Project Number</b>	<b>Project Title</b>
M3DA-21-05-04-01	Traffic Records Consulting Services – Lexis Nexis

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

Project Number	Project Title
M3DA-21-05-05-02	ODIS Crash Reporting Update

This project utilizes the ODIS system to develop an updated electronic collision report that could be used by all law enforcement and sent electronically to DPS for inclusion in the database. Updated the ODIS Collision Report Module to MMUCC 5th Edition– The ODIS Collision Report Module will be updated to the documentation standards provided by Lexis Nexis when they are made available. The web-based collision report has been completed for the MMUCC 2 except for the electronic submission. Went live with 12 ODIS agencies by the end of September 30. The ODIS improvements were impacted by the statewide electronic crash reporting project, Oklahoma Collision Electronic Records System (OCERS), headed by the Department of Public Safety. The ODIS project team participated in additional meetings with the OCERS vendor, demonstrating both their commitment to developing a useful product and to the broader importance of data quality and collection in the state.

## Motorcycle Safety Program Summary

Although, preliminary data indicates that Oklahoma will meet both targets for motorcycle safety in 2021, of the 63 motorcycle fatalities reported for FY2021, 45 (71%) were unhelmeted, the same percentage as last FY. It is highly unlikely Oklahoma will be able to pass a helmet law in the foreseeable future. Oklahoma has addressed the traffic problems associated with the increased number of motorcyclists on the highways over the last several years by expanding training and education programs. The Oklahoma Advisory Committee for Motorcycle Safety and Education reviews and makes recommendations on applications for possible grant funding and solicits input from its members and partners on motorcycle safety matters. A positive note concerning the motorcycle safety program, the number trained motorcyclist in Oklahoma through grant-funded motorcycle safety training schools have shown an upward trend over the last five years, with 2021 (December totals not included) showing the largest increase, 3506 trained motorcyclists across the state.

## Motorcycle Safety Program Activities

### State-funded Motorcycle Safety Education Activities

Project Number	Project Title
STMC-21-02-10-06	ABATE Motorcycle Safety Education

The ABATE *Share the Road (StR)* program was presented to high school students at eight (8) events during the grant year (Blanchard HS, Blaine Co. Teen Driving Safety Day, Tushka High School and five (5) *Oklahoma Challenge* Events). ABATE presented six (6) *StR* programs to Central Technology Center CDL students and presented at the

Oklahoma Pupil Transportation Conference. There were several events that volunteers promoted the *StR* program to the public/automobile drivers - Iron Thistle Scottish Festival, Tulsa RV and Boat Show, El Reno Burger Days, and the Cruzin' Grand Car Show. Due to COVID-19 there were three months at the start of the grant season (Nov., Dec., and Jan.) that venues were closed and not allowing presentations. Other events were approved mid-year to attend that were not the regular target audience - Moore Marble Toy Run, The Ride to Remember Run, the Watonga BBQ Bike Rally, and the 5-State Rally. On multiple occasions, troopers from the Oklahoma Highway Patrol participated in these events. The *StR* program, combined with a presentation from the OHP troopers, was very impactful.

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

<b>Project Number</b>	<b>Project Title</b>
STMC-21-02-01-21	Broken Arrow Motorcycle Safety Education
STMC-21-02-02-23	Edmond Motorcycle Safety Education
STMC-21-02-07-14	Tulsa Motorcycle Safety Education

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

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

<b>Project Number</b>	<b>Project Title</b>
STMC-21-02-03-10	Great Plains Motorcycle Safety and Education
STMC-21-02-04-10	OSU-OKC Motorcycle Training and Education
STMC-21-02-05-09	Southern Motorcycle Safety and Education
STMC-21-02-06-07	Southwest Motorcycle Safety and Education
STMC-21-02-08-05	Western Technology Motorcycle Safety Education

The above listed community-based grant-funded motorcycle safety and education projects for FY2021 provided MSF training and/or *StR* motorcycle safety and education events. COVID-19 pandemic/restrictions continued to affect class participation and instructor availability.

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

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

The above grant funded projects were for travel only. Due to COVID-19 travel restrictions most if not all travel funds were unexecuted.

## **Bicycle/Pedestrian Safety Program Summary**

### **Bicycle/Pedestrian Safety Program Activities**

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

Travel-With-Care Tulsa campaign is a multi-faceted "rules of the road" safety campaign for educating the public about how our streets are changing, the public right-of-way is not just for motorized vehicles and how we can be safer for everyone - particularly pedestrians and people on bikes. With that being said, the primary focus of this safety campaign is on education. The campaign consists of social media, law enforcement training, public interactive displays, public art and other forms of education and public outreach. This campaign uses Facebook/Instagram to increase awareness of new laws, safety tips and promote the Tulsa region's trails. We have showcased real stories of Tulsa pedestrians and people on bikes impacted by the rules of the road. Moreover, we have provided a strategic, results-driven social media strategy through an understanding of data and analytics combined with a creative storytelling approach. Type of content include #TravelWithCareTulsa, human stories, state laws, and trail system. We did four campaigns in FY21: Tulsa Infrastructure [February - March 2021], Senior Walking Safety [April - May 2021], ADA Crosswalk Safety Awareness [June - July 2021], and Back to School [August 2021]. We also produced two Oklahoma State Statute H1770 videos - New Law 1: Stop Signs/ Signaling Law; New Law 2: New Honking/ Throwing Objects Law.

<b>Project Number</b>	<b>Project Title</b>
PS-21-02-01-01	ACOG – <i>Watch for Me OKC</i>

*Watch for Me OKC* program is a public awareness campaign to improve the safety for bicyclists and pedestrians in the ACOG region. This was primarily composed of messaging on social media and with news organizations to inform the public on different aspects of traffic safety, as it relates to active transportation users. We contracted with a media consultant to help administer the campaign and push the message further than we could on our own. In addition to media and social media outreach, we attended community events to talk with the public 1 on 1 and we held a virtual training on bicycle commuting. The virtual training included information such as how to stay safe while riding, how to get started, how to complete basic bicycle

maintenance, and how to begin bike commuting as a parent. The measure of effectiveness will be realized next fiscal year using updated crash data.

Project Number	Project Title
PS-21-02-03-01	Oklahoma City - Pedestrian Safety

As Oklahoma City has continued to invest in building new and improving existing sidewalk and bicycle infrastructure, it became increasingly important to build awareness and a culture of safety for pedestrians, cyclists, and drivers who share the road. In partnership with ACOG, OKC utilized the *Watch for Me OKC* campaign, focused on safety, education, and encouragement. The intention of this joint endeavor between the City of Oklahoma City (OKC) and the Association of Central Oklahoma Governments (ACOG) was to reinvigorate and enhance this program to reach as many residents as possible through educational videos, social media, an informational website, radio and TV marketing, flyers and brochures. In addition, Planning Department staff continues to attend events to promote the *Watch for Me OKC* campaign and seek partnerships with local businesses or non-profit organizations. The OKC Planning Department continues to measure progress on this goal by tracking bicycle and pedestrian crash rates, severity of injuries and deaths that occur from collisions on Oklahoma City roadways. Two bicycle and pedestrian counters were also purchased as equipment to collect more robust data of bicycle and pedestrian activity in OKC, which will be essential to guiding future investments in associated safety infrastructure.

Project Number	Project Title
PS-21-02-04-23	SKO Bicycle/Pedestrian Safety Program

The Safe Kids Oklahoma Bicycle/Pedestrian Safety Project experienced a successful year. There were some challenges early on with Covid-19 restrictions, but these restrictions were relaxed toward the end of the year just in time for back to school and other great opportunities to provide Bike/Ped Safety education. The project has gained a part-time Bike/Ped Coordinator that will be assigned specifically to this project beginning September 1, 2021. Several events were conducted during the final month of the project. Year to date the project has devoted 402 of 420 projected SKO personnel hours toward the project. 35 of 12 projected bike/ped events were conducted and 18 of 12 projected PI&E activities were reported.

## Railroad Safety Program Summary

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

### Railroad Safety Program Activities

Project Number	Project Title
RH-21-02-01-17	Operation Lifesaver Rail Grade Crossing Safety Program

The overall nature of this project is to expand rail grade crossing education across the state of Oklahoma. To prevent an increase in the number of fatal and non-fatal crossing crashes in 2021. The counter measures that were employed by presenters conducting safety presentations and/or outreach including Railroad Investigation and Safety Course (RISC) to law enforcement officials to keep grade crossing safety an important part of everyday law enforcement duties - Using ZOOM® our state coordinator gave the first ZOOM® presentation of RISC that was ever given. This was a new program implemented during the lockdown and the first ever event was done by Oklahoma. There were 147 presentations on rail safety to the community via video-teleconferencing through ZOOM®. The COVID-19 restrictions played a major role in our falling short of our goals. Using ZOOM® we were able to start presentations back up as the lockdown progressed. Driver Education Program Summary Driver education efforts this year were conducted with projects involving the Oklahoma Safety Council, Educational Alternatives and the National Safety Council. These projects are primarily centered around education to prevent distracted driving, speeding, occupant protection, and impaired driving. Despite COVID-19 they did a great job of promoting their messages and providing important training and education to both youth groups and employers.

## Driver Education Safety Program Activity

### Driver Education Program Activities

Project Number	Project Title
DE-21-02-01-07	Distracted Driving Prevention Program

*The Oklahoma Challenge* is unique from other initiatives. Not only do we train virtually and/or in-person thousands of Oklahoma middle, high, technical school, and university/college students on traffic safety and gain their personal commitment to drive safely. Oklahoma Challenge worked primarily with the Family, Career and Community Leaders of America (FCCLA) organization and began relationship building with another, larger student leader group, 4H. Overall, despite the challenges of the pandemic, *The Oklahoma Challenge* reached over 2000 students/advisors in-person and reached hundreds more through their contests launched October 1st. These contests involved new traffic safety groups and individuals. The *Oklahoma Safe Driving Challenge* allowed FCCLA teams to activate their chapters, implement and/or produce activities, and earn

points toward winning awards in the spring. Schools chose tailored activities from multiple safety professionals and organizations, including previously inaccessible national organizations. The *Safest Driver App Contest* with Cambridge Telematics tracked teen drivers scoring them in 5 risk areas: acceleration, turning, braking, speeding, and distraction. For over 3 months, every user decreased risky driving behaviors while using the app. The constantly added to and marketed our website resources through social media, emails, and strategic personal connections. The weekly *Traffic Safety Tuesday* emails highlighted a traffic-safety classroom resource. i.e. a virtual/in-person speaker, a Kahoot for a fun game during class, or a lesson plan/video to prompt discussion. They also highlighted special traffic safety weeks or designations such as Distracted Driving Month. Due to the pandemic schools were juggling between in-person and virtual school and they did their best to provide as much content for teachers as possible. Additionally, as the legislature began the FCCLA State Officers created a TikTok style video on the importance of seatbelts which was shared hundreds of times throughout Oklahoma engaging many other students and adults in traffic safety messaging. They added a new partner with a Mini-Challenge at the Oklahoma Association of Pupil Transportation where they talked to bus drivers, other school transportation personnel, and administrators about distraction and safe driving.

**Driver Education Project(s) Not Implemented or Activity Less Than Anticipated**

Project Number	Project Title
DE-21-02-02-01	Oklahoma Safety Council (OCS) <i>Alive @ 25</i> Program

OSC held the *Alive @ 25* class once a month (instead of 4 per month) on the 3rd Saturday. They did attend FCCLA events throughout the state of Oklahoma and give out information on the classes; however, this program did not execute as expected due COVID-19 restrictions/precautions. OCS expended only 15% of allocated funds.

**Media Program Summary**

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

**VI Marketing**

FY21 was the first full year back the OHSO marketing campaigns, with FY20 bringing marketing delays and budget pushes due to COVID-19. With the help of VI Marketing and Branding the OHSO launched new creative for all campaigns, utilizing a game show theme to carry the OHSO message. New creative utilized illustrated graphics and videos, mixed with true-to-life game show scenarios that carried the OHSO longer-form content. The Summer Impaired campaign aimed to educate the target audience on potential outcomes of driving impaired. Creative ran across TrueView, Social Video, Digital Basis

Video, TikTok®, Over-The-Top (OTT) and more. Overall, most paid media tactics exceeded Key Performance Indicators (KPIs). This has been a strong performing tactic for previous OHSO executions, and the OHSO believe the change in creative from previous years contributed to a drop in performance. The Motorcycle campaign ran across OTT, TrueView, Social video, Canvas and Website Click Ads. The OHSO targeted 18+ car drivers and motorcycle riders in high priority counties. All tactics exceeded the KPIs set for the campaign. In fact, the OHSO social video view rate was up 29% from the previous year. Canvas view percentage jumped from 11 seconds in FY20 to 45 seconds in FY21. The OHSO objective for Distracted Driving was to decrease the number of distracted drivers involved in fatal crashes. Website-click ads, which promoted the quiz, had a conversion rate of 57.56% compared to our KPI of 9%. The “Buckle Up” ad performed better than “Gear up” ad, accounting for 525 of the total quiz completions. Child Passenger Safety was promoted through TrueView to parents of young children. The overall view-rate for the campaign was 50.57% (significantly higher than the 35% KPI). For this campaign the OHSO had a 30-second and 55-second version of the ad. The longer format slightly outperformed the 30-second spot with a 51.82% view rate versus the 30s (49.70%). However, both greatly surpassed the KPI. Rail Safety was also promoted through TrueView to rush hour drivers. The Pain Train video generated a 51.40% view rate, which exceeded the 35% view rate KPI. Even with a larger portion of the campaign serving on TV, the best view rate came from mobile. This speaks to the strength of the creative being able to retain the audience in an environment where they could easily skip. Occupant Protection performed well across all tactics, particularly Website Custom Audiences (WCAs) and TrueView. Men were most likely to click through the quiz compared to women.

### **Social Media**

The OHSO Communications Manager is responsible for maintaining the OHSO Facebook®, Twitter® and YouTube® accounts. These are updated periodically as needed to support the OHSO overall media plan promoting highway safety messages and information. These social media sites were used throughout the year to promote the OHSO safety messages. The OHSO Facebook® page saw an increase in page likes of 399.7%, adding 1,639 new likes in FY21. YouTube®, the OHSO main channel added 85 new subscribers. During FY21, all OHSO videos had 6,004,191 views combined. That’s a total of 66,500 hours for FY21. Viewership had 46.8% of the OHSO views were on a mobile phone. Interestingly, 32.4% of the OHSO views were on a TV and 12.8% were on a game console. The likelihood of other people being in the room and seeing the OHSO content is much higher versus someone watching on a phone or computer. The average view duration for a phone and game console was :38 seconds, versus :42 seconds on a TV. The viewer age for the OHSO YouTube® channel in FY21 was 37% 18-24 years old, 29.9% 25-34 years old,

25.6% 35-44 years old. Males made up 76.2% of total views and females made up the remaining 23.8% for FY21. The great success of the media program area is a direct result of the efforts of the OHSO and VI Marketing and Branding to increase awareness and educate the public on the various highway safety topics.

### ***OHSO Website***

The OHSO maintains two websites which integrate seamlessly to promote traffic safety: the main OHSO website at <http://ohso.ok.gov/> provides a variety of traffic safety related information; the ENDUI website at <http://enduiok.com> is an industry leading impaired driving website, providing up-to-date information on Oklahoma's efforts to End DUI, for good.



## Equipment Purchased

The following equipment items were purchased using Federal funds and placed on inventory in FY2021, in accordance with applicable State and Federal regulations:

Agency – Project #	Equipment Description	Funding Source	Quantity
OK County PT-21-03-20-14	Vehicle	Federal	1
Wagoner County SE-21-03-01-02	Speed Trailer	Federal	1



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

State: Oklahoma

Page: 1

Reimbursement Info: Total: \$.00

**2021-FINAL**  
Posted: 12/30/2021

Report Date: 12/30/2021

Claim Period: 09/30/2021 - 09/30/2021

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
<b>NHTSA</b>								
<b>164 Transfer Funds</b>								
<b>164 Alcohol</b>								
	164AL-2021-02-01-05	Dept of Mental Health	\$96,431.08	\$ .00	\$96,431.08	\$96,431.08	\$96,431.08	\$ .00
	164AL-2021-03-02-14	Oklahoma County SO	\$3,019.19	\$3,019.19	\$3,019.19	\$3,019.19	\$3,019.19	\$ .00
	164AL-2021-03-06-17	Oklahoma City PD	\$30,170.00	\$30,170.00	\$30,170.00	\$30,170.00	\$30,170.00	\$ .00
	164AL-2021-05-05-14	DPS - 92	\$54,945.00	\$ .00	\$54,945.00	\$54,945.00	\$54,945.00	\$ .00
	<b>164 Alcohol Total</b>		<b>\$184,565.27</b>	<b>\$33,189.19</b>	<b>\$184,565.27</b>	<b>\$184,565.27</b>	<b>\$184,565.27</b>	<b>\$ .00</b>
<b>164 Paid Media</b>								
	164PM-2021-02-01-00	VI Marketing & Branding AL Campaign	\$26,782.13	\$ .00	\$26,782.13	\$26,782.13	\$26,782.13	\$ .00
	<b>164 Paid Media Total</b>		<b>\$26,782.13</b>	<b>\$ .00</b>	<b>\$26,782.13</b>	<b>\$26,782.13</b>	<b>\$26,782.13</b>	<b>\$ .00</b>
	<b>164 Transfer Funds Total</b>		<b>\$211,347.40</b>	<b>\$33,189.19</b>	<b>\$211,347.40</b>	<b>\$211,347.40</b>	<b>\$211,347.40</b>	<b>\$ .00</b>
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2021-07-01-00	Planning & Administration	\$191,483.58	\$ .00	\$382,967.17	\$191,483.58	\$191,483.58	\$ .00
	<b>Planning and Administration Total</b>		<b>\$191,483.58</b>	<b>\$ .00</b>	<b>\$382,967.17</b>	<b>\$191,483.58</b>	<b>\$191,483.58</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2021-03-01-20	Bixby PD	\$17,183.57	\$17,183.57	\$17,183.57	\$17,183.57	\$17,183.57	\$ .00
	AL-2021-03-02-18	Lawton PD	\$72,731.08	\$60,000.31	\$72,731.08	\$72,731.08	\$72,731.08	\$ .00
	AL-2021-03-03-17	Oklahoma City PD	\$80,531.46	\$80,531.46	\$80,531.46	\$80,531.46	\$80,531.46	\$ .00
	AL-2021-03-04-01	Purcell PD	\$6,259.88	\$6,259.88	\$6,259.88	\$6,259.88	\$6,259.88	\$ .00
	AL-2021-03-05-14	Tulsa County SO	\$83,165.92	\$83,165.92	\$83,165.92	\$83,165.92	\$83,165.92	\$ .00
	AL-2021-05-06-14	DPS - 92 Listed in OGX as AL-21-07-07-0	\$71,202.43	\$ .00	\$71,202.43	\$71,202.43	\$71,202.43	\$ .00
	AL-2021-07-07-00	Program Area Management	\$192,233.80	\$ .00	\$192,233.80	\$192,233.80	\$192,233.80	\$ .00
	<b>Alcohol Total</b>		<b>\$523,308.14</b>	<b>\$247,141.14</b>	<b>\$523,308.14</b>	<b>\$523,308.14</b>	<b>\$523,308.14</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2021-00-00-00	STMC Projects	\$ .00	\$ .00	\$179,072.94	\$ .00	\$ .00	\$ .00
	MC-2021-02-01-10	Great Plains	\$447.24	\$447.24	\$447.24	\$447.24	\$447.24	\$ .00
	MC-2021-07-04-00	Program Area Management	\$52,236.30	\$ .00	\$94,899.56	\$52,236.30	\$52,236.30	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$52,683.54</b>	<b>\$447.24</b>	<b>\$274,419.74</b>	<b>\$52,683.54</b>	<b>\$52,683.54</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2021-02-01-07	DCCCA	\$83,055.08	\$ .00	\$83,055.08	\$83,055.08	\$83,055.08	\$ .00



AI-2021-01-01-09	DPS - 99	\$39,244.95	\$0.00	\$39,244.95	\$39,244.95	\$39,244.95	\$0.00
AI-2021-05-02-03	DPS - 100	\$79,416.00	\$0.00	\$79,416.00	\$79,416.00	\$79,416.00	\$0.00
<b>Accident Investigation Total</b>		<b>\$118,660.95</b>	<b>\$0.00</b>	<b>\$118,660.95</b>	<b>\$118,660.95</b>	<b>\$118,660.95</b>	<b>\$0.00</b>
<b>Driver Education</b>							
DE-2021-02-01-07	Educational Alternatives	\$152,599.83	\$0.00	\$152,599.83	\$152,599.83	\$152,599.83	\$0.00
DE-2021-02-02-01	Oklahoma Safety Council	\$3,110.85	\$0.00	\$3,110.85	\$3,110.85	\$3,110.85	\$0.00
<b>Driver Education Total</b>		<b>\$155,710.68</b>	<b>\$0.00</b>	<b>\$155,710.68</b>	<b>\$155,710.68</b>	<b>\$155,710.68</b>	<b>\$0.00</b>
<b>Railroad/Highway Crossings</b>							
RH-2021-02-01-17	Operation Lifesaver	\$46,214.60	\$0.00	\$46,214.60	\$46,214.60	\$46,214.60	\$0.00
RH-2021-02-02-01	VI Marketing & Branding	\$36,790.23	\$0.00	\$36,790.23	\$36,790.23	\$36,790.23	\$0.00
RH-2021-02-03-01	Sports Marketing - OU	\$5,000.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00	\$0.00
<b>Railroad/Highway Crossings Total</b>		<b>\$88,004.83</b>	<b>\$0.00</b>	<b>\$88,004.83</b>	<b>\$88,004.83</b>	<b>\$88,004.83</b>	<b>\$0.00</b>
<b>Speed Enforcement</b>							
SE-2021-03-01-02	Wagoner County SO	\$49,050.31	\$36,521.06	\$49,050.31	\$49,050.31	\$49,050.31	\$0.00
<b>Speed Enforcement Total</b>		<b>\$49,050.31</b>	<b>\$36,521.06</b>	<b>\$49,050.31</b>	<b>\$49,050.31</b>	<b>\$49,050.31</b>	<b>\$0.00</b>
<b>Paid Advertising</b>							
PM-2021-02-01-00	Sports Marketing - OSU	\$95,000.00	\$0.00	\$95,000.00	\$95,000.00	\$95,000.00	\$0.00
PM-2021-02-02-00	Sports Marketing - OU	\$95,000.00	\$0.00	\$95,000.00	\$95,000.00	\$95,000.00	\$0.00
PM-2021-02-03-00	VI Marketing & Branding	\$161,108.64	\$0.00	\$293,646.54	\$161,108.64	\$161,108.64	\$0.00
<b>Paid Advertising Total</b>		<b>\$351,108.64</b>	<b>\$0.00</b>	<b>\$483,646.54</b>	<b>\$351,108.64</b>	<b>\$351,108.64</b>	<b>\$0.00</b>
<b>FAST Act NHTSA 402 Total</b>		<b>\$3,713,511.51</b>	<b>\$1,447,950.28</b>	<b>\$5,456,174.20</b>	<b>\$3,713,511.51</b>	<b>\$3,713,511.51</b>	<b>\$0.00</b>
<b>FAST Act 405b OP Low</b>							
<b>405b Low HVE</b>							
M2HVE-2021-07-01-15	DPS - 62	\$90,428.01	\$0.00	\$90,428.01	\$90,428.01	\$90,428.01	\$0.00
<b>405b Low HVE Total</b>		<b>\$90,428.01</b>	<b>\$0.00</b>	<b>\$90,428.01</b>	<b>\$90,428.01</b>	<b>\$90,428.01</b>	<b>\$0.00</b>
<b>405b Low Training</b>							
M2TR-2021-02-01-23	Safe Kids OK	\$24,477.57	\$0.00	\$24,477.57	\$24,477.57	\$24,477.57	\$0.00
<b>405b Low Training Total</b>		<b>\$24,477.57</b>	<b>\$0.00</b>	<b>\$24,477.57</b>	<b>\$24,477.57</b>	<b>\$24,477.57</b>	<b>\$0.00</b>
<b>405b Low Public Education</b>							
M2PE-2021-02-01-00	UCO - Seat-Belt Survey	\$86,569.52	\$0.00	\$86,569.52	\$86,569.52	\$86,569.52	\$0.00
M2PE-2021-02-03-05	VI Marketing & Branding	\$127,991.43	\$0.00	\$127,991.43	\$127,991.43	\$127,991.43	\$0.00
<b>405b Low Public Education Total</b>		<b>\$214,560.95</b>	<b>\$0.00</b>	<b>\$214,560.95</b>	<b>\$214,560.95</b>	<b>\$214,560.95</b>	<b>\$0.00</b>
<b>405b Low Community CPS Services</b>							
M2CPS-2021-02-01-23	Safe Kids OK	\$174,418.01	\$0.00	\$174,418.01	\$174,418.01	\$174,418.01	\$0.00
<b>405b Low Community CPS Services Total</b>		<b>\$174,418.01</b>	<b>\$0.00</b>	<b>\$174,418.01</b>	<b>\$174,418.01</b>	<b>\$174,418.01</b>	<b>\$0.00</b>
<b>405b Low CSS Purchase/Distribution</b>							
M2CSS-2021-02-01-23	Safe Kids OK	\$16,542.45	\$0.00	\$16,542.45	\$16,542.45	\$16,542.45	\$0.00
<b>405b Low CSS Purchase/Distribution Total</b>		<b>\$16,542.45</b>	<b>\$0.00</b>	<b>\$16,542.45</b>	<b>\$16,542.45</b>	<b>\$16,542.45</b>	<b>\$0.00</b>
<b>FAST Act 405b OP Low Total</b>		<b>\$520,426.99</b>	<b>\$0.00</b>	<b>\$520,426.99</b>	<b>\$520,426.99</b>	<b>\$520,426.99</b>	<b>\$0.00</b>
<b>FAST Act 405c Data Program</b>							
<b>405c Data Program</b>							
M3DA-2021-05-05-02	OSBI - Crash Reporting	\$151,740.00	\$0.00	\$151,740.00	\$151,740.00	\$151,740.00	\$0.00
M3DA-2021-07-06-00	Traffic Records Management	\$108,505.47	\$0.00	\$108,505.47	\$108,505.47	\$108,505.47	\$0.00

<b>405c Data Program Total</b>	<b>\$260,245.47</b>	<b>\$ .00</b>	<b>\$260,245.47</b>	<b>\$260,245.47</b>	<b>\$260,245.47</b>	<b>\$ .00</b>
<b>FAST Act 405c Data Program Total</b>	<b>\$260,245.47</b>	<b>\$ .00</b>	<b>\$260,245.47</b>	<b>\$260,245.47</b>	<b>\$260,245.47</b>	<b>\$ .00</b>
<b>FAST Act 405d Impaired Driving Mid</b>						
<b>405d Mid HVE</b>						
M5HVE-2021-03-01-15 DPS - 87	\$471,404.55	\$ .00	\$471,404.55	\$471,404.55	\$471,404.55	\$ .00
M5HVE-2021-03-02-15 DPS - 92	\$565,094.29	\$ .00	\$565,094.29	\$565,094.29	\$565,094.29	\$ .00
<b>405d Mid HVE Total</b>	<b>\$1,036,498.84</b>	<b>\$ .00</b>	<b>\$1,036,498.84</b>	<b>\$1,036,498.84</b>	<b>\$1,036,498.84</b>	<b>\$ .00</b>
<b>405d Mid Court Support</b>						
M5CS-2021-02-01-03 OK Bar Association	\$29,279.72	\$ .00	\$29,279.72	\$29,279.72	\$29,279.72	\$ .00
<b>405d Mid Court Support Total</b>	<b>\$29,279.72</b>	<b>\$ .00</b>	<b>\$29,279.72</b>	<b>\$29,279.72</b>	<b>\$29,279.72</b>	<b>\$ .00</b>
<b>405d Mid BAC Testing/Reporting</b>						
M5BAC-2021-02-01-17 Oklahoma City PD-DRE	\$83,761.95	\$ .00	\$83,761.95	\$83,761.95	\$83,761.95	\$ .00
<b>405d Mid BAC Testing/Reporting Total</b>	<b>\$83,761.95</b>	<b>\$ .00</b>	<b>\$83,761.95</b>	<b>\$83,761.95</b>	<b>\$83,761.95</b>	<b>\$ .00</b>
<b>405d Mid Paid/Earned Media</b>						
M5PEM-2021-02-01-00 Sports Marketing - Alliance	\$82,000.00	\$ .00	\$112,000.00	\$82,000.00	\$82,000.00	\$ .00
M5PEM-2021-02-04-00 Sports Marketing - OKC Dodgers	\$54,000.00	\$ .00	\$54,000.00	\$54,000.00	\$54,000.00	\$ .00
M5PEM-2021-02-05-05 VI Marketing & Branding	\$794,157.14	\$ .00	\$794,157.14	\$794,157.14	\$794,157.14	\$ .00
M5PEM-2021-02-06-01 Sports Marketing - OKC Energy	\$30,000.00	\$ .00	\$30,000.00	\$30,000.00	\$30,000.00	\$ .00
<b>405d Mid Paid/Earned Media Total</b>	<b>\$960,157.14</b>	<b>\$ .00</b>	<b>\$990,157.14</b>	<b>\$960,157.14</b>	<b>\$960,157.14</b>	<b>\$ .00</b>
<b>405d Mid Training</b>						
M5TR-2021-03-02-18 Dist Atty Council	\$110,125.99	\$ .00	\$110,125.99	\$110,125.99	\$110,125.99	\$ .00
M5TR-2021-05-01-08 Board of Tests	\$70,807.11	\$ .00	\$70,807.11	\$70,807.11	\$70,807.11	\$ .00
<b>405d Mid Training Total</b>	<b>\$180,933.10</b>	<b>\$ .00</b>	<b>\$180,933.10</b>	<b>\$180,933.10</b>	<b>\$180,933.10</b>	<b>\$ .00</b>
<b>405d Impaired Driving Mid</b>						
M5X-2021-05-01-13 OSBI	\$191,979.82	\$ .00	\$191,979.82	\$191,979.82	\$191,979.82	\$ .00
<b>405d Impaired Driving Mid Total</b>	<b>\$191,979.82</b>	<b>\$ .00</b>	<b>\$191,979.82</b>	<b>\$191,979.82</b>	<b>\$191,979.82</b>	<b>\$ .00</b>
<b>FAST Act 405d Impaired Driving Mid Total</b>	<b>\$2,482,610.57</b>	<b>\$ .00</b>	<b>\$2,512,610.57</b>	<b>\$2,482,610.57</b>	<b>\$2,482,610.57</b>	<b>\$ .00</b>
<b>FAST Act 405f Motorcycle Safety Programs</b>						
<b>405f Safety Motorcyclist Awareness</b>						
M11MA-2021-02-01-00 Sports Marketing - OKC Dodgers	\$5,000.00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00	\$ .00
M11MA-2021-02-02-00 VI Marketing & Branding	\$106,908.01	\$ .00	\$106,908.01	\$106,908.01	\$106,908.01	\$ .00
<b>405f Safety Motorcyclist Awareness Total</b>	<b>\$111,908.01</b>	<b>\$ .00</b>	<b>\$111,908.01</b>	<b>\$111,908.01</b>	<b>\$111,908.01</b>	<b>\$ .00</b>
<b>FAST Act 405f Motorcycle Safety Programs Total</b>	<b>\$111,908.01</b>	<b>\$ .00</b>	<b>\$111,908.01</b>	<b>\$111,908.01</b>	<b>\$111,908.01</b>	<b>\$ .00</b>
<b>NHTSA Total</b>	<b>\$7,300,049.95</b>	<b>\$1,481,139.47</b>	<b>\$9,072,712.64</b>	<b>\$7,300,049.95</b>	<b>\$7,300,049.95</b>	<b>\$ .00</b>
<b>Total</b>	<b>\$7,300,049.95</b>	<b>\$1,481,139.47</b>	<b>\$9,072,712.64</b>	<b>\$7,300,049.95</b>	<b>\$7,300,049.95</b>	<b>\$ .00</b>

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

I CERTIFY, that in accordance with the laws of the state and under the terms of the

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

State: Oklahoma

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Latest posted documents

Posted: 12/30/2021

Report Date: 12/30/2021

HCS-19 VOU-18

Program Area	Project	Original Approved HSP	Percent of Agency Planned	Sum of Obligations	Percent of Agency Obligated	Percent Prior FY Funds	Sum of Expenditures	Percent Agency Expended	Unexpended Balance	Est. Months to Liquidate	Unobligated Balance
<b>NHTSA</b>											
<b>164 Transfer Funds</b>											
<b>164 Alcohol</b>											
	164AL-2021-05-05-14	\$ .00	0%	\$54,945.00	0%		\$54,945.00	1%	\$ .00	0	
	164AL-2021-03-06-17	\$ .00	0%	\$30,170.00	0%		\$30,170.00	0%	\$ .00	0	
	164AL-2021-03-02-14	\$ .00	0%	\$3,019.19	0%		\$3,019.19	0%	\$ .00	0	
	164AL-2021-02-01-05	\$99,444.42	1%	\$96,431.08	1%		\$96,431.08	1%	\$ .00	0	
	<b>164 Alcohol Total</b>	<b>\$99,444.42</b>	<b>1%</b>	<b>\$184,565.27</b>	<b>2%</b>		<b>\$184,565.27</b>	<b>3%</b>	<b>\$ .00</b>	<b>0</b>	
<b>164 Paid Media</b>											
	164PM-2021-02-01-00	\$ .00	0%	\$26,782.13	0%		\$26,782.13	0%	\$ .00	0	
	<b>164 Paid Media Total</b>	<b>\$ .00</b>	<b>0%</b>	<b>\$26,782.13</b>	<b>0%</b>		<b>\$26,782.13</b>	<b>0%</b>	<b>\$ .00</b>	<b>0</b>	
	<b>164 Transfer Funds Total</b>	<b>\$99,444.42</b>	<b>1%</b>	<b>\$211,347.40</b>	<b>2%</b>	<b>100%</b>	<b>\$211,347.40</b>	<b>3%</b>	<b>\$ .00</b>	<b>0</b>	<b>\$ .00</b>
<b>FAST Act NHTSA 402</b>											
<b>Planning and Administration</b>											
	PA-2021-07-01-00	\$228,818.00	3%	\$228,818.00	2%		\$191,483.58	3%	\$37,334.42	*	
	<b>Planning and Administration Total</b>	<b>\$228,818.00</b>	<b>3%</b>	<b>\$228,818.00</b>	<b>2%</b>		<b>\$191,483.58</b>	<b>3%</b>	<b>\$37,334.42</b>	<b>2</b>	
<b>Alcohol</b>											
	AL-2021-03-02-18	\$82,131.00	1%	\$82,131.00	1%		\$72,731.08	1%	\$9,399.92	*	
	AL-2021-03-03-17	\$111,308.00	1%	\$111,308.00	1%		\$80,531.46	1%	\$30,776.54	*	
	AL-2021-05-06-14	\$108,261.00	1%	\$108,261.00	1%		\$71,202.43	1%	\$37,058.57	*	
	AL-2021-00-00-00	\$ .00	0%	\$110,889.31	1%		\$ .00	0%	\$110,889.31	*	
	AL-2021-03-01-20	\$54,149.00	1%	\$54,149.00	0%		\$17,183.57	0%	\$36,965.43	*	
	AL-2021-03-04-01	\$34,448.00	0%	\$34,448.00	0%		\$6,259.88	0%	\$28,188.12	*	
	AL-2021-07-07-00	\$238,111.21	3%	\$238,111.21	2%		\$192,233.80	3%	\$45,877.41	*	
	AL-2021-03-05-14	\$106,990.00	1%	\$106,990.00	1%		\$83,165.92	1%	\$23,824.08	*	
	<b>Alcohol Total</b>	<b>\$735,398.21</b>	<b>9%</b>	<b>\$846,287.52</b>	<b>7%</b>		<b>\$523,308.14</b>	<b>7%</b>	<b>\$322,979.38</b>	<b>7</b>	
<b>Motorcycle Safety</b>											
	MC-2021-07-04-00	\$45,767.80	1%	\$52,236.30	0%		\$52,236.30	1%	\$ .00	0	
	MC-2021-02-02-07	\$3,000.00	0%	\$3,000.00	0%		\$ .00	0%	\$3,000.00	*	
	MC-2021-02-01-10	\$3,000.00	0%	\$3,000.00	0%		\$447.24	0%	\$2,552.76	*	
	MC-2021-02-03-05	\$3,000.00	0%	\$3,000.00	0%		\$ .00	0%	\$3,000.00	*	
	<b>Motorcycle Safety Total</b>	<b>\$54,767.80</b>	<b>1%</b>	<b>\$61,236.30</b>	<b>1%</b>		<b>\$52,683.54</b>	<b>1%</b>	<b>\$8,552.76</b>	<b>2</b>	

**Occupant Protection**

OP-2021-07-07-00	\$113,927.01	1%	\$113,927.01	1%	\$104,156.80	1%	\$9,770.21	*
OP-2021-07-01-15	\$105,000.00	1%	\$105,000.00	1%	\$42,909.45	1%	\$62,090.55	*
OP-2021-06-06-01	\$ .00	0%	\$63,862.35	1%	\$ .00	0%	\$63,862.35	*
OP-2021-06-04-21	\$218,223.00	3%	\$218,223.00	2%	\$207,266.97	3%	\$10,956.03	*
OP-2021-03-05-01	\$24,530.00	0%	\$24,530.00	0%	\$12,233.68	0%	\$12,296.32	*
OP-2021-03-03-17	\$121,952.00	1%	\$121,952.00	1%	\$121,952.00	2%	\$ .00	0
OP-2021-03-02-03	\$46,060.00	1%	\$46,060.00	0%	\$6,646.26	0%	\$39,413.74	*
OP-2021-02-01-07	\$95,627.00	1%	\$95,627.00	1%	\$83,055.08	1%	\$12,571.92	*
<b>Occupant Protection Total</b>	<b>\$725,319.01</b>	<b>9%</b>	<b>\$789,181.36</b>	<b>7%</b>	<b>\$578,220.24</b>	<b>8%</b>	<b>\$210,961.12</b>	<b>4</b>

**Pedestrian/Bicycle Safety**

PS-2021-02-03-01	\$50,000.00	1%	\$50,000.00	0%	\$34,461.08	0%	\$15,538.92	*
PS-2021-02-04-23	\$35,173.00	0%	\$35,173.00	0%	\$27,386.23	0%	\$7,786.77	*
PS-2021-03-02-07	\$76,100.00	1%	\$76,100.00	1%	\$75,183.73	1%	\$916.27	*
PS-2021-02-01-01	\$75,000.00	1%	\$75,000.00	1%	\$71,752.52	1%	\$3,247.48	*
<b>Pedestrian/Bicycle Safety Total</b>	<b>\$236,273.00</b>	<b>3%</b>	<b>\$236,273.00</b>	<b>2%</b>	<b>\$208,783.56</b>	<b>3%</b>	<b>\$27,489.44</b>	<b>2</b>

**Police Traffic Services**

PT-2021-03-02-21	\$60,600.00	1%	\$60,600.00	1%	\$50,304.48	1%	\$10,295.52	*
PT-2021-03-03-04	\$54,605.00	1%	\$54,605.00	0%	\$38,027.96	1%	\$16,577.04	*
PT-2021-03-04-02	\$29,462.00	0%	\$29,462.00	0%	\$19,384.21	0%	\$10,077.79	*
PT-2021-03-05-12	\$32,604.00	0%	\$32,604.00	0%	\$13,916.94	0%	\$18,687.06	*
PT-2021-03-06-01	\$13,504.00	0%	\$13,504.00	0%	\$ .00	0%	\$13,504.00	*
PT-2021-03-07-01	\$10,000.00	0%	\$10,000.00	0%	\$6,308.43	0%	\$3,691.57	*
PT-2021-03-08-01	\$13,000.00	0%	\$13,000.00	0%	\$2,576.18	0%	\$10,423.82	*
PT-2021-03-09-01	\$13,000.00	0%	\$13,000.00	0%	\$5,087.24	0%	\$7,912.76	*
PT-2021-03-24-11	\$15,000.00	0%	\$15,000.00	0%	\$14,920.29	0%	\$79.71	*
PT-2021-03-25-03	\$93,606.00	1%	\$97,594.00	1%	\$97,594.00	1%	\$ .00	0
PT-2021-03-26-15	\$40,000.00	0%	\$40,000.00	0%	\$28,249.57	0%	\$11,750.43	*
PT-2021-03-27-14	\$73,000.00	1%	\$73,000.00	1%	\$71,113.00	1%	\$1,887.00	*
PT-2021-03-28-01	\$10,000.00	0%	\$10,000.00	0%	\$7,239.27	0%	\$2,760.73	*
PT-2021-03-29-11	\$14,000.00	0%	\$14,000.00	0%	\$6,706.16	0%	\$7,293.84	*
PT-2021-07-31-00	\$279,667.41	3%	\$279,667.41	2%	\$274,509.01	4%	\$5,158.40	*
PT-2021-03-10-06	\$21,493.00	0%	\$21,493.00	0%	\$18,364.29	0%	\$3,128.71	*
PT-2021-03-11-18	\$49,137.00	1%	\$49,137.00	0%	\$10,663.50	0%	\$38,473.50	*
PT-2021-03-12-23	\$80,400.00	1%	\$80,400.00	1%	\$76,588.14	1%	\$3,811.86	*
PT-2021-03-13-17	\$83,000.00	1%	\$83,000.00	1%	\$80,109.73	1%	\$2,890.27	*
PT-2021-03-14-05	\$26,667.00	0%	\$26,667.00	0%	\$9,690.70	0%	\$16,976.30	*
PT-2021-03-15-08	\$15,285.00	0%	\$15,285.00	0%	\$8,255.52	0%	\$7,029.48	*
PT-2021-03-16-12	\$43,270.00	1%	\$43,270.00	0%	\$41,199.57	1%	\$2,070.43	*
PT-2021-03-18-18	\$32,820.00	0%	\$32,820.00	0%	\$30,908.76	0%	\$1,911.24	*
PT-2021-03-19-13	\$95,083.00	1%	\$95,083.00	1%	\$55,382.77	1%	\$39,700.23	*
PT-2021-03-20-14	\$227,716.00	3%	\$227,716.00	2%	\$191,443.15	3%	\$36,272.85	*
PT-2021-00-00-00	\$ .00	0%	\$740,672.57	6%	\$ .00	0%	\$740,672.57	*
PT-2021-02-30-03	\$75,000.00	1%	\$150,000.00	1%	\$133,440.16	2%	\$16,559.84	*
PT-2021-03-01-03	\$34,004.00	0%	\$34,004.00	0%	\$28,404.85	0%	\$5,599.15	*

PT-2021-03-23-05	\$10,000.00	0%	\$10,000.00	0%	\$200.18	0%	\$9,799.82	*	
PT-2021-03-21-03	\$32,066.00	0%	\$32,066.00	0%	\$16,016.72	0%	\$16,049.28	*	
PT-2021-03-22-16	\$48,000.00	1%	\$63,000.00	1%	\$59,892.26	1%	\$3,107.74	*	
<b>Police Traffic Services Total</b>	<b>\$1,625,989.41</b>	<b>20%</b>	<b>\$2,460,649.98</b>	<b>21%</b>	<b>\$1,396,497.04</b>	<b>19%</b>	<b>\$1,064,152.94</b>	<b>9</b>	
<b>Traffic Records</b>									
TR-2021-07-01-00	\$160,781.85	2%	\$160,781.85	1%	\$0.00	0%	\$160,781.85	*	
<b>Traffic Records Total</b>	<b>\$160,781.85</b>	<b>2%</b>	<b>\$160,781.85</b>	<b>1%</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$160,781.85</b>	<b>*</b>	
<b>Accident Investigation</b>									
AI-2021-01-01-09	\$44,000.00	1%	\$44,000.00	0%	\$39,244.95	1%	\$4,755.05	*	
AI-2021-05-02-03	\$94,600.00	1%	\$113,100.00	1%	\$79,416.00	1%	\$33,684.00	*	
<b>Accident Investigation Total</b>	<b>\$138,600.00</b>	<b>2%</b>	<b>\$157,100.00</b>	<b>1%</b>	<b>\$118,660.95</b>	<b>2%</b>	<b>\$38,439.05</b>	<b>4</b>	
<b>Driver Education</b>									
DE-2021-02-01-07	\$164,455.00	2%	\$181,955.00	2%	\$152,599.83	2%	\$29,355.17	*	
DE-2021-02-02-01	\$20,000.00	0%	\$20,000.00	0%	\$3,110.85	0%	\$16,889.15	*	
DE-2021-02-03-02	\$36,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0	
<b>Driver Education Total</b>	<b>\$220,455.00</b>	<b>3%</b>	<b>\$201,955.00</b>	<b>2%</b>	<b>\$155,710.68</b>	<b>2%</b>	<b>\$46,244.32</b>	<b>4</b>	
<b>Railroad/Highway Crossings</b>									
RH-2021-02-01-17	\$49,500.00	1%	\$49,500.00	0%	\$46,214.60	1%	\$3,285.40	*	
RH-2021-02-02-01	\$39,000.00	0%	\$39,000.00	0%	\$36,790.23	1%	\$2,209.77	*	
RH-2021-02-03-01	\$5,000.00	0%	\$5,000.00	0%	\$5,000.00	0%	\$0.00	0	
<b>Railroad/Highway Crossings Total</b>	<b>\$93,500.00</b>	<b>1%</b>	<b>\$93,500.00</b>	<b>1%</b>	<b>\$88,004.83</b>	<b>1%</b>	<b>\$5,495.17</b>	<b>1</b>	
<b>Speed Enforcement</b>									
SE-2021-00-00-00	\$0.00	0%	\$76,865.34	1%	\$0.00	0%	\$76,865.34	*	
SE-2021-03-01-02	\$76,534.00	1%	\$76,534.00	1%	\$49,050.31	1%	\$27,483.69	*	
<b>Speed Enforcement Total</b>	<b>\$76,534.00</b>	<b>1%</b>	<b>\$153,399.34</b>	<b>1%</b>	<b>\$49,050.31</b>	<b>1%</b>	<b>\$104,349.03</b>	<b>26</b>	
<b>Paid Advertising</b>									
PM-2021-02-01-00	\$95,000.00	1%	\$95,000.00	1%	\$95,000.00	1%	\$0.00	0	
PM-2021-02-02-00	\$95,000.00	1%	\$95,000.00	1%	\$95,000.00	1%	\$0.00	0	
PM-2021-02-05-00	\$13,000.00	0%	\$13,000.00	0%	\$0.00	0%	\$13,000.00	*	
PM-2021-02-03-00	\$100,000.00	1%	\$164,983.85	1%	\$161,108.64	2%	\$3,875.21	*	
PM-2021-02-04-00	\$100,000.00	1%	\$100,000.00	1%	\$0.00	0%	\$100,000.00	*	
<b>Paid Advertising Total</b>	<b>\$403,000.00</b>	<b>5%</b>	<b>\$467,983.85</b>	<b>4%</b>	<b>\$351,108.64</b>	<b>5%</b>	<b>\$116,875.21</b>	<b>4</b>	
<b>FAST Act NHTSA 402 Total</b>	<b>\$4,699,436.28</b>	<b>57%</b>	<b>\$5,857,166.20</b>	<b>49%</b>	<b>26%</b>	<b>\$3,713,511.51</b>	<b>51%</b>	<b>\$2,143,654.69</b>	<b>7</b>
<b>FAST Act 405b OP Low</b>									
<b>405b Low HVE</b>									
M2HVE-2021-07-01-15	\$106,922.90	1%	\$106,922.90	1%	\$90,428.01	1%	\$16,494.89	*	
<b>405b Low HVE Total</b>	<b>\$106,922.90</b>	<b>1%</b>	<b>\$106,922.90</b>	<b>1%</b>	<b>\$90,428.01</b>	<b>1%</b>	<b>\$16,494.89</b>	<b>2</b>	
<b>405b Low Training</b>									
M2TR-2021-02-01-23	\$42,297.00	1%	\$37,775.99	0%	\$24,477.57	0%	\$13,298.42	*	
<b>405b Low Training Total</b>	<b>\$42,297.00</b>	<b>1%</b>	<b>\$37,775.99</b>	<b>0%</b>	<b>\$24,477.57</b>	<b>0%</b>	<b>\$13,298.42</b>	<b>7</b>	
<b>405b Low Public Education</b>									
M2PE-2021-02-01-00	\$97,610.00	1%	\$97,610.00	1%	\$86,569.52	1%	\$11,040.48	*	
M2PE-2021-02-03-05	\$90,000.00	1%	\$130,994.94	1%	\$127,991.43	2%	\$3,003.51	*	
<b>405b Low Public Education Total</b>	<b>\$187,610.00</b>	<b>2%</b>	<b>\$228,604.94</b>	<b>2%</b>	<b>\$214,560.95</b>	<b>3%</b>	<b>\$14,043.99</b>	<b>1</b>	

**405b Low Community CPS Services**

M2CPS-2021-02-01-23	\$169,897.00	2%	\$174,418.01	1%	\$174,418.01	2%	\$0.00	0
<b>405b Low Community CPS Services Total</b>	<b>\$169,897.00</b>	<b>2%</b>	<b>\$174,418.01</b>	<b>1%</b>	<b>\$174,418.01</b>	<b>2%</b>	<b>\$0.00</b>	<b>0</b>

**405b Low CSS Purchase/Distribution**

M2CSS-2021-02-01-23	\$17,500.00	0%	\$17,500.00	0%	\$16,542.45	0%	\$957.55	*
<b>405b Low CSS Purchase/Distribution Total</b>	<b>\$17,500.00</b>	<b>0%</b>	<b>\$17,500.00</b>	<b>0%</b>	<b>\$16,542.45</b>	<b>0%</b>	<b>\$957.55</b>	<b>1</b>

**405b OP Low**

M2X-2021-00-00-00	\$0.00	0%	\$194,592.94	2%	\$0.00	0%	\$194,592.94	*
<b>405b OP Low Total</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$194,592.94</b>	<b>2%</b>	<b>\$0.00</b>	<b>0%</b>	<b>\$194,592.94</b>	<b>*</b>

<b>FAST Act 405b OP Low Total</b>	<b>\$524,226.90</b>	<b>6%</b>	<b>\$759,814.78</b>	<b>6%</b>	<b>24%</b>	<b>\$520,426.99</b>	<b>7%</b>	<b>\$239,387.79</b>	<b>6</b>	<b>\$0.00</b>
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**FAST Act 405c Data Program**

**405c Data Program**

M3DA-2021-00-00-00	\$0.00	0%	\$1,295,924.64	11%	\$0.00	0%	\$1,295,924.64	*
M3DA-2021-05-02-08	\$90,000.00	1%	\$90,000.00	1%	\$0.00	0%	\$90,000.00	*
M3DA-2021-07-06-00	\$0.00	0%	\$108,505.47	1%	\$108,505.47	1%	\$0.00	0
M3DA-2021-05-04-01	\$30,000.00	0%	\$95,000.00	1%	\$0.00	0%	\$95,000.00	*
M3DA-2021-05-05-02	\$90,000.00	1%	\$170,000.00	1%	\$151,740.00	2%	\$18,260.00	*
M3DA-2021-06-06-15	\$112,140.00	1%	\$0.00	0%	\$0.00	0%	\$0.00	0

<b>405c Data Program Total</b>	<b>\$322,140.00</b>	<b>4%</b>	<b>\$1,759,430.11</b>	<b>15%</b>	<b>\$260,245.47</b>	<b>4%</b>	<b>\$1,499,184.64</b>	<b>69</b>
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<b>FAST Act 405c Data Program Total</b>	<b>\$322,140.00</b>	<b>4%</b>	<b>\$1,759,430.11</b>	<b>15%</b>	<b>64%</b>	<b>\$260,245.47</b>	<b>4%</b>	<b>\$1,499,184.64</b>	<b>69</b>	<b>\$0.00</b>
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**FAST Act 405d Impaired Driving Mid**

**405d Mid HVE**

M5HVE-2021-00-00-00	\$0.00	0%	\$409,733.43	3%	\$0.00	0%	\$409,733.43	*
M5HVE-2021-03-01-15	\$525,628.65	6%	\$525,628.65	4%	\$471,404.55	6%	\$54,224.10	*
M5HVE-2021-03-02-15	\$595,990.36	7%	\$595,990.36	5%	\$565,094.29	8%	\$30,896.07	*
<b>405d Mid HVE Total</b>	<b>\$1,121,619.01</b>	<b>14%</b>	<b>\$1,531,352.44</b>	<b>13%</b>	<b>\$1,036,498.84</b>	<b>14%</b>	<b>\$494,853.60</b>	<b>6</b>

**405d Mid Court Support**

M5CS-2021-02-01-03	\$60,000.00	1%	\$60,000.00	1%	\$29,279.72	0%	\$30,720.28	*
<b>405d Mid Court Support Total</b>	<b>\$60,000.00</b>	<b>1%</b>	<b>\$60,000.00</b>	<b>1%</b>	<b>\$29,279.72</b>	<b>0%</b>	<b>\$30,720.28</b>	<b>13</b>

**405d Mid BAC Testing/Reporting**

M5BAC-2021-02-01-17	\$87,000.00	1%	\$87,000.00	1%	\$83,761.95	1%	\$3,238.05	*
<b>405d Mid BAC Testing/Reporting Total</b>	<b>\$87,000.00</b>	<b>1%</b>	<b>\$87,000.00</b>	<b>1%</b>	<b>\$83,761.95</b>	<b>1%</b>	<b>\$3,238.05</b>	<b>*</b>

**405d Mid Paid/Earned Media**

M5PEM-2021-02-01-00	\$70,000.00	1%	\$82,000.00	1%	\$82,000.00	1%	\$0.00	0
M5PEM-2021-02-03-01	\$40,000.00	0%	\$28,000.00	0%	\$0.00	0%	\$28,000.00	*
M5PEM-2021-02-06-01	\$30,000.00	0%	\$30,000.00	0%	\$30,000.00	0%	\$0.00	0
M5PEM-2021-02-05-05	\$610,000.00	7%	\$873,874.94	7%	\$794,157.14	11%	\$79,717.80	*
M5PEM-2021-02-04-00	\$54,000.00	1%	\$54,000.00	0%	\$54,000.00	1%	\$0.00	0

<b>405d Mid Paid/Earned Media Total</b>	<b>\$804,000.00</b>	<b>10%</b>	<b>\$1,067,874.94</b>	<b>9%</b>	<b>\$960,157.14</b>	<b>13%</b>	<b>\$107,717.80</b>	<b>1</b>
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**405d Mid Training**

M5TR-2021-03-02-18	\$188,990.00	2%	\$188,990.00	2%	\$110,125.99	2%	\$78,864.01	*
M5TR-2021-05-01-08	\$98,116.76	1%	\$98,116.76	1%	\$70,807.11	1%	\$27,309.65	*

<b>405d Mid Training Total</b>	<b>\$287,106.76</b>	<b>3%</b>	<b>\$287,106.76</b>	<b>2%</b>	<b>\$180,933.10</b>	<b>2%</b>	<b>\$106,173.66</b>	<b>7</b>	
<b>405d Impaired Driving Mid</b>									
M5X-2021-05-01-13	\$208,188.00	3%	\$208,188.00	2%	\$191,979.82	3%	\$16,208.18	*	
<b>405d Impaired Driving Mid Total</b>	<b>\$208,188.00</b>	<b>3%</b>	<b>\$208,188.00</b>	<b>2%</b>	<b>\$191,979.82</b>	<b>3%</b>	<b>\$16,208.18</b>	<b>1</b>	
<b>FAST Act 405d Impaired Driving Mid Total</b>	<b>\$2,567,913.77</b>	<b>31%</b>	<b>\$3,241,522.14</b>	<b>27%</b>	<b>30%</b> <b>\$2,482,610.57</b>	<b>34%</b>	<b>\$758,911.57</b>	<b>4</b>	<b>\$ .00</b>
<b>FAST Act 405f Motorcycle Safety Programs</b>									
<b>405f Safety Motorcyclist Awareness</b>									
M11MA-2021-02-01-00	\$5,000.00	0%	\$5,000.00	0%	\$5,000.00	0%	\$ .00	0	
M11MA-2021-02-02-00	\$70,187.05	1%	\$108,307.42	1%	\$106,908.01	1%	\$1,399.41	*	
<b>405f Safety Motorcyclist Awareness Total</b>	<b>\$75,187.05</b>	<b>1%</b>	<b>\$113,307.42</b>	<b>1%</b>	<b>\$111,908.01</b>	<b>2%</b>	<b>\$1,399.41</b>	<b>*</b>	
<b>FAST Act 405f Motorcycle Safety Programs Total</b>	<b>\$75,187.05</b>	<b>1%</b>	<b>\$113,307.42</b>	<b>1%</b>	<b>38%</b> <b>\$111,908.01</b>	<b>2%</b>	<b>\$1,399.41</b>	<b>*</b>	<b>\$ .00</b>
<b>NHTSA Total</b>	<b>\$8,288,348.42</b>	<b>100%</b>	<b>\$11,942,588.05</b>	<b>100%</b>	<b>\$7,300,049.95</b>	<b>100%</b>	<b>\$4,642,538.10</b>	<b>8</b>	
<b>Total</b>	<b>\$8,288,348.42</b>	<b>100%</b>	<b>\$11,942,588.05</b>	<b>100%</b>	<b>\$7,300,049.95</b>	<b>100%</b>	<b>\$4,642,538.10</b>	<b>8</b>	

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