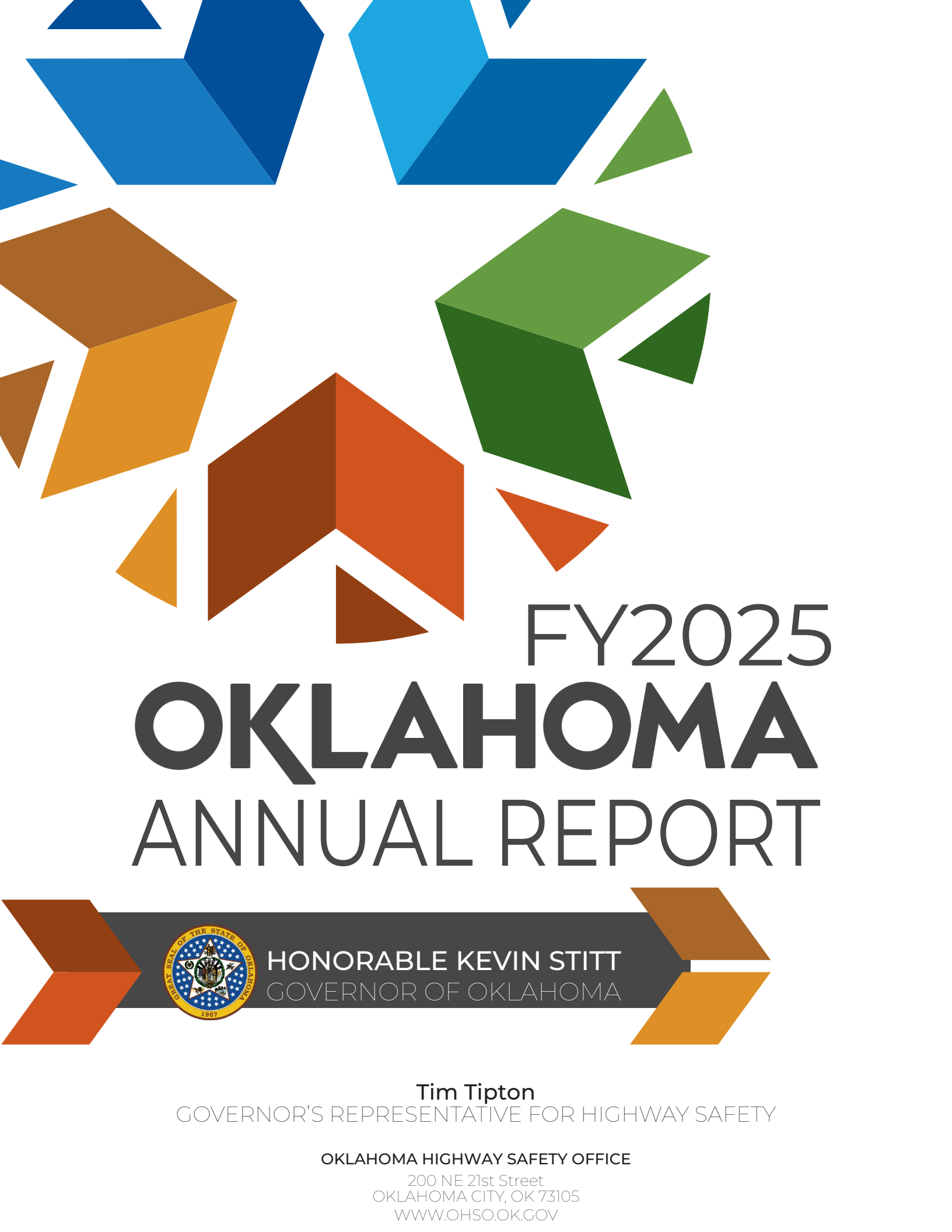




FY2025 OKLAHOMA ANNUAL REPORT



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Preface

The Oklahoma Highway Safety Office (OHSO) submits the Federal Fiscal Year 2025 Annual Report as a summary of the state's highway safety efforts, performance, and outcomes. This report outlines the projects and strategies implemented over the past year to reduce traffic-related fatalities and serious injuries on Oklahoma's roadways.

In FFY2025, OHSO continued to focus on priority areas identified through crash data and trend analysis: impaired driving, occupant protection, speeding, distracted driving, pedestrian and pedalcyclist safety, and motorcycle safety. Funding and resources were directed toward programs with measurable outcomes, including enforcement efforts, training initiatives, public education, and outreach designed to influence roadway user behavior.

Partnerships remained essential throughout the year. OHSO collaborated with local, state, and federal agencies, as well as transportation professionals and safety advocates, to implement evidence-based countermeasures and high-visibility enforcement campaigns. These efforts supported compliance with traffic laws and aimed to create safer driving conditions statewide.

This report also evaluates progress toward established performance measures and identifies areas where further improvements are needed. While gains were made in several categories, ongoing challenges remain, and the data presented here will guide planning and resource allocation for future fiscal years.

OHSO remains committed to strengthening traffic safety through a data-driven approach and continuous evaluation. Our objective is clear: to reduce fatalities and serious injuries and ensure safer roadways for all Oklahomans.

OSHO Mission and Vision Statement



Vision

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



Mission

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

Executive Summary

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

Oklahoma continues to make progress in reducing fatalities and serious injuries on roadways. However, challenges remain in FY26 related to regulatory requirements and limited funding allocations from NHTSA. With the new administration, there is positive movement toward reviewing and potentially rescinding certain requirements that have placed unnecessary burdens on States.

Administration of the \$350M authorized in the IIJA for States to upgrade and standardize crash data systems fell short of expectations. Less than half of the funds were distributed, and many States that applied did not receive grants, resulting in lost opportunities to modernize critical safety systems. In the FY26 budget, \$150M has been allocated to expand and improve NHTSA's crash data program. However, no additional funds have been directed to States outside of the 405C program. Without sufficient State-level investment, the effectiveness of NHTSA's systems will remain limited.

NHTSA continues to reference additional funding opportunities under the IIJA, yet most of the funding for the National Priority Safety Programs remains tied to the amount of Formula Grant (402) funds distributed in 2009. As a result, States' real spending capacity in this area has declined each year since that time.

The recent increase in the de minimis rate for indirect costs—from 10% to 15%, effective October 1, 2024—further reduces funds available for direct program implementation. In some cases, federally approved indirect cost rates reach as high as 50%, meaning significant portions of grant funding cannot be used effectively for highway safety initiatives.

Title 23, U.S.C. Sections 402 and 405 provide clear statutory requirements for highway safety programs (spanning 20 pages), NHTSA has developed additional regulations under 23 CFR Part 1300, spanning 75 pages. These expanded rules increase administrative burdens and reduce flexibility in program delivery.

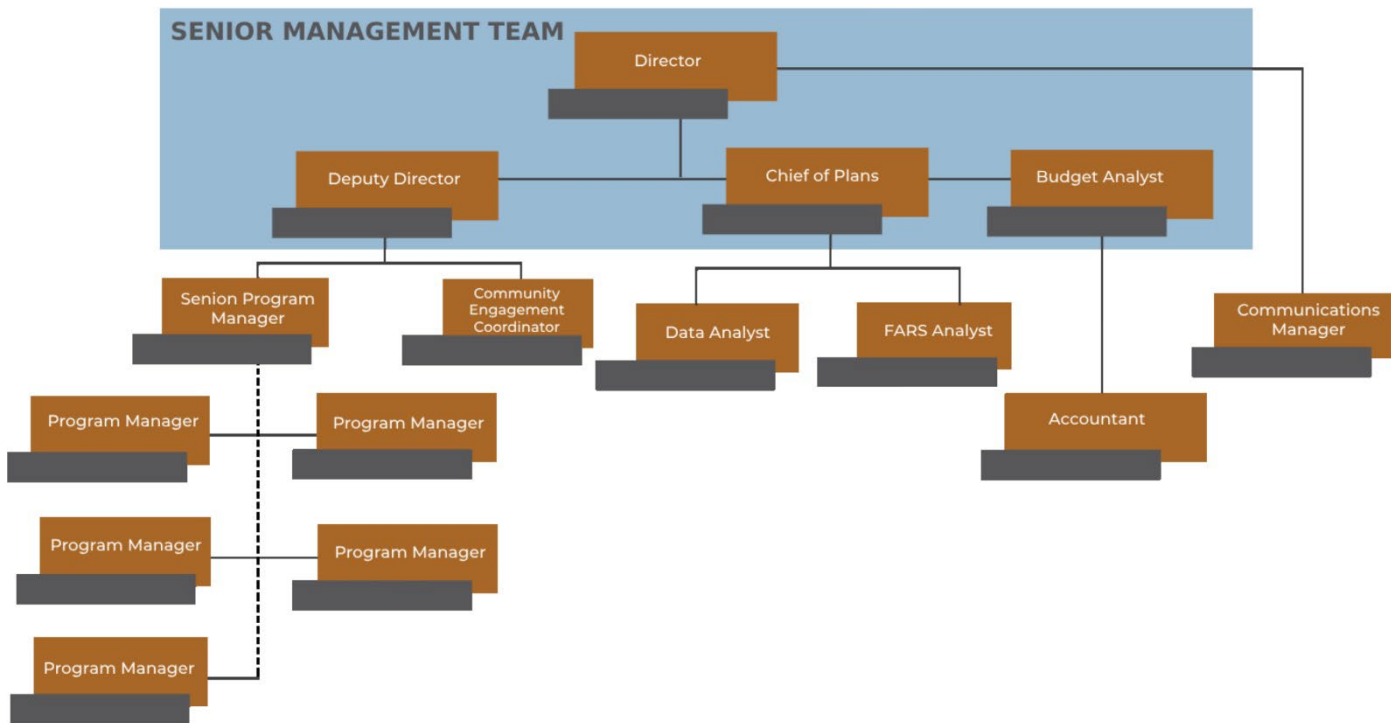
While collaboration with NHTSA has been limited, Oklahoma remains committed to working with the agency to reduce roadway fatalities and serious injuries, advancing the goal of safer travel for all road users.

Sincerely,
Paul Harris
Director, Oklahoma Highway Safety Office

OHSO Organizational Chart

Below is the current Organizational Chart for the OHSO:

- Director – Paul Harris
- Deputy Director – DeAngela Gaymon
- Chief of Plans – Mike Bray
- Budget Analyst – April Soto
- Senior Program Manager – Jaclynn Todd
- Community Engagement – Kelli Bruemmer
- Accountant – Moynea Coleman
- Communications Manager – Megan Cardenas
- Five (5) Program Managers – Chris Rosacker; Dale Adkerson; Jacob Probst; Nicole Phillips; Samantha Harcrow
- Data Analyst – Amy Graham
- FARS Analyst – Lateka Alexander



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

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

C-1 Number of Traffic Fatalities

Target C-1: To limit the increase of the number of projected fatalities from the current safety level to 770 in benchmark year 2-2025.

Based on final FARS data for 2023, Oklahoma recorded 718 traffic fatalities. This figure significantly exceeded the state's established performance target of 656. While preliminary data for calendar year 2024 indicates a favorable downward trend with 645 fatalities reported, the OHSO currently lacks sufficient preliminary 2025 data to definitively project whether the year-end target will be achieved. In response to these trends, the OHSO remains committed to aggressive countermeasures targeting risky driving behaviors. By prioritizing enforcement and education in high-fatality programmatic areas through the FY2027-2029 Triennial Highway Safety Plan (3HSP).

C-2 Number Serious (A) Injuries

Target C-2: To decrease the number of Serious (A) injuries from the current safety level to 2054 in benchmark year 2-2025.

While preliminary 2025 Oklahoma data identified 2,125 serious injuries—exceeding the benchmark year 2-2025 target of 2,054—the state's five-year rolling average for serious injuries continues a consistent downward trend. The OHSO remains focused on long-term systemic reductions rather than single-year fluctuations. By prioritizing enforcement and education in high-fatality programmatic areas through the FY2027-2029 Triennial Highway Safety Plan, the OHSO aims to stabilize these numbers and realign with established downward performance trajectories.

C-3 Fatality Rates

Target C-3: To limit the projected increase of the total fatalities per 100M VMT Rate, from the current safety level to 1.70 in benchmark year 2-2025.

It appears that Oklahoma will meet the 2025 target of 1.70 Fatality Rate based on the preliminary Oklahoma data. FARS data for 2024 is not yet available for analysis; however, preliminary data suggests a significant reduction in Oklahoma's fatality rate.

C-4 Unrestrained Passenger Vehicle Occupants

Target C-4: To decrease the number of unrestrained passenger vehicle occupant fatalities (all seating positions) from the current safety level to 194 in benchmark year 2-2025.

Based on preliminary 2024 data, there were 209 unrestrained passenger vehicle occupant fatalities, which is slightly above the target of 203. Currently, the OHSO lacks sufficient preliminary Oklahoma data for 2025 to determine whether the target will be met. The OHSO is committed to a data-driven response. To address this possible

increase, Oklahoma will prioritize Occupant Protection as a high-priority safety area in the FY2027-2029 Triennial Highway Safety Plan (3HSP). This will include refined targeting of the demographics most affected by unrestrained crashes and a continued focus on long-term systemic reductions.

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

Target C-5: To limit the projected increase in the number of fatalities involving a driver/operator .08 or more BAC from the current safety level to 225 in benchmark year 2-2025.

This performance measure presents significant challenges in data collection. FARS data for 2023 reported 177 fatalities, which did not meet the target of 164. Currently, the OHSO lacks sufficient Oklahoma data for 2025; however, the preliminary 2024 data suggests Oklahoma is still trending upwards for this performance measure. The OHSO is committed to a data-driven response. To address this possible upward trend, Oklahoma will prioritize Impaired Driving as a high-priority safety area in the FY2027-2029 Triennial Highway Safety Plan (3HSP). This will include refined targeting of the demographics most affected by impaired driving crashes and a continued focus on long-term systemic reductions.

C-6 Speed-related Fatalities

Target C-6: To limit the project increase in the number of speed-related fatalities from the current safety level to 271 in benchmark year 2-2025.

FARS data for 2023 showed a significant increase in speed-related fatalities, 230, which is well above the target of 151. Currently, the OHSO lacks sufficient Oklahoma data for 2025; however, the preliminary 2024 data suggests Oklahoma is still trending upwards for this performance measure. The OHSO is committed to a data-driven response. To address this possible upward trend, Oklahoma will prioritize Speed Management as a high-priority safety area in the FY2027-2029 Triennial Highway Safety Plan (3HSP). This will include refined targeting of the demographics most affected by speed-related crashes and a continued focus on long-term systemic reductions.

C-7 Motorcyclist Fatalities

Target C-7: To limit the projected increase in the number of motorcycle fatalities from the current safety level to 104 in benchmark year 2-2025.

FARS data for 2023 showed another slight increase, 102, which continues trending upward compared with rates from previous years. Currently, the OHSO lacks sufficient Oklahoma data for 2025; however, the preliminary 2024 data suggests Oklahoma is still trending upwards for this performance measure. The OHSO is committed to a data-driven response. To address this possible upward trend, Oklahoma will prioritize Motorcycle Safety as a high-priority safety area in the FY2027-2029 Triennial Highway Safety Plan (3HSP). This will include refined targeting of the demographics most affected by motorcycle-related crashes and a continued focus on long-term systemic reductions.

C-8 Unhelmeted Motorcycle Fatalities

Target C-8: To limit the project increase in the number of unhelmeted motorcycle fatalities from the current safety level to 67 in benchmark year 2-2025.

Finalized Oklahoma 2023 data shows a significant increase from 2022, 56 with unhelmeted motorcycle fatalities; however, the preliminary Oklahoma data for 2024 shows a downward trend which is static with the previous 5-year rolling trend.

C-9 Drivers Aged Under 21 Involved in Fatal Crashes

Target C-9: To decrease the number of drivers under the age of 21 involved in fatal crashes from the current safety level to 84 in benchmark year 2-2025.

Finalized Oklahoma 2023 data shows a slight decrease, 96, from FARS 2022. Currently, the OHSO lacks sufficient Oklahoma data for 2025; however, the preliminary 2024 data suggests Oklahoma is trending upwards for this performance measure. The OHSO is committed to a data-driven response. To address this possible upward trend, Oklahoma will prioritize Teen Driver Safety as a high-priority safety area in the FY2027-2029 Triennial Highway Safety Plan (3HSP). This will include refined targeting of the demographics most affected by young driver crashes and a continued focus on long-term systemic reductions.

C-10 Number of Pedestrian Fatalities

Target C-10: To limit the projected increase in the number of pedestrian fatalities from the current safety level to 96 in benchmark year 2-2025.

Finalized Oklahoma 2023 data shows a slight decrease, 88, from FARS 2022. Currently, the OHSO lacks sufficient Oklahoma data for 2025; however, the preliminary 2024 data suggests Oklahoma is still trending downward for this performance measure. The OHSO is committed to a data-driven response. Oklahoma will prioritize Non-Motorized Safety as a high-priority safety area in the FY2027-2029 Triennial Highway Safety Plan (3HSP). This will include refined targeting of the demographics most affected by pedestrian-related fatalities and a continued focus on long-term systemic reductions.

C-11 Number of Pedalcyclist Fatalities

Target C-11: To limit the projected increase in the number of pedal cyclist fatalities from the current safety level to 16 in benchmark year 2-2025.

The finalized 2023 Oklahoma data static with 15 fatalities compared to FARS 2022. Currently, the OHSO lacks sufficient Oklahoma data for 2025; however, the preliminary 2024 data suggests Oklahoma is trending down for this performance measure. The OHSO is committed to a data-driven response. Oklahoma will prioritize Non-Motorized Safety as a high-priority safety area in the FY2027-2029 Triennial Highway Safety Plan (3HSP). This will include refined targeting of the demographics most affected by non-motorized related fatalities and a continued focus on long-term systemic reductions.

B-1 Observed Seat Belt Use

Target B-1: To increase the statewide safety belt use rate from the current safety level to 84.7 in benchmark year 2-2025.

The 2025 seat belt use rate of 85.3%, a slight decrease from 2024, 86.4%; however, Oklahoma met the projected seat belt use rate for benchmark year 2-2025. The OHSO attributes this to the strong emphasis placed on the occupant protection program area. This was the third year using the new survey design which was approved by NHTSA in early 2022.

State Performance Measures

S-5a Drug-related fatalities

Target S-5a: Target: To limit a projected increase of drug-related fatalities from the current safety level to 316 in benchmark year 2-2025.

Through the partnership with OSBI, Oklahoma is seeing more accurate tracking of this metric. The data results are suspected of or found to be in the person's system, including prescription medications, which may not be the direct cause of the crash. Currently, the OHSO lacks sufficient Oklahoma data for 2025; however, the preliminary 2024 data suggests Oklahoma is still trending upwards for this performance measure. The OHSO is committed to a data-driven response. To address this possible upward trend, Oklahoma will prioritize Impaired Driving as a high-priority safety area in the FY2027-2029 Triennial Highway Safety Plan (3HSP). This will include refined targeting of the demographics most affected by impaired driving crashes and a continued focus on long-term systemic reductions.

Coordination with the State Strategic Highway Safety Plan (SHSP)

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

Public Participation and Engagement

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

In 2025, the Oklahoma Highway Safety Office (OHSO) reaffirmed its dedication to public participation and engagement as a cornerstone of its mission to improve traffic safety statewide. Through innovative programs and collaborative outreach, OHSO engaged residents, organizations, and stakeholders to create safer Oklahoma roadways for all users. Below are the highlights of OHSO's public engagement efforts:

Teen Driver Safety Training Initiative

Oklahoma became the first in the Nation to require a Work Zone and First Responder Safety Training Course as part of the licensing process for teen drivers. This interactive course enhances young drivers' understanding of safety protocols in high-risk scenarios through videos, quizzes, and real-life simulations. To encourage participation, the program offers college scholarship opportunities. Since its launch, over 110,000 teens have completed the training, setting a new standard for proactive driver education.

Community Traffic Safety Forums

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

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

Survey Questions:



SNU Traffic Safety Survey

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

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

Enter your answer

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

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

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

- ☐ Yes
- ☐ No

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

- ☐ Yes
- ☐ No

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

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

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

- ☐ Daily
- ☐ Sometimes
- ☐ Never

Results by Program Area:

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

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

Youth Engagement through Schools and Community Groups

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

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

Stakeholder Collaboration and Partnerships

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

Way Ahead

As we look toward 2026, OHSO remains committed to enhancing public participation and engagement. By building on the successes of 2025 and exploring innovative approaches to collaboration, OHSO will continue working toward a safer and more connected Oklahoma.

Traffic Safety Surveys

Through agreements with our partners, the OHSO conducted statewide traffic safety surveys in 2025.

- Statewide Seat Belt Use Survey – M2OP-25-06-01-05
- Statewide Child Restraint Use Survey – M2OP-25-06-01-05

Partnerships in Traffic Safety

Safe Communities/Community Traffic Safety Programs

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

Energize for Safety Coalition

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

- Using Oklahoma crash data for improved journey management planning tools.
- Providing free employer traffic safety education materials to operators.
- Created a DOT highway safety corridor in the operating areas to include increased enforcement and community education.
- Responsible for *Workzone Safe* program that raises awareness of work zone safety.
- Public-private partnerships for infrastructure improvements in the area.

Other Notable Events

- *“Trooper Nick Dees Distracted Driving Mobilization”* – This is the fifth year for this event and with great participation across the state. The mobilization resulted in over 2,517 written citations, of which nearly 850 were for distracted driving. The mobilization was a huge success, and the media outreach helped educate the public about distracted driving. OHSO plans to continue this state-wide mobilization in FY25.

Legislative Update

In 2025, Oklahoma enacted several significant traffic safety laws that primarily went into effect on November 1, 2025. These changes represent a major shift toward stricter penalties for impaired driving and a focus on protecting vulnerable road users in school and work zones.

SB54 – Aggravated DUI Standards

Expansion of Aggravated DUI. Previously, a first-offense DUI in Oklahoma was typically a misdemeanor. Under the new law, a first-time DUI can be charged as a felony with

mandatory jail time (minimum 10 days) if any of the following aggravating factors are present:

- High BAC: A blood alcohol concentration of 0.15 or higher.
- Minor in Vehicle: Having a passenger under the age of 18.
- Causing a Crash: Any crash resulting in property damage or injury.
- Excessive Speeding: Driving 20+ mph over the limit (or 10+ mph over in a school zone) while impaired.
- Eluding Police: Attempting to flee or evade law enforcement.
- Reckless Driving: Actions like driving the wrong way or failing to stay in a lane.

HB 2263 – Enhanced Distracted Driving Rules

Oklahoma has strengthened its distracted driving rules specifically for high-risk areas.

- Rule: It is now illegal to use or even hold a handheld cell phone while driving through active school zones or construction/work zones.
- Penalty: Violations can result in a fine of up to \$100.
- Exceptions: Drivers may still use hands-free/voice-activated features, and exceptions are made for emergency calls to 911.

SB 786 – Marijuana Open Container Law

Similar to alcohol laws, new regulations target the transport of marijuana.

- Transporting: It is now illegal for a driver or passenger to possess "unsealed" marijuana or marijuana products (vapes, edibles, jars) in the cabin of the vehicle.
- Storage: All marijuana products must be in their original sealed packaging and stored in the trunk (or behind the last upright seat in vehicles without a trunk).
- Secondary Offense: The driver can be held responsible even if a passenger is the one smoking or possessing the unsealed product.
- Penalty: Conviction is a misdemeanor with fines up to \$500, plus a \$250 fee for the state's trauma care fund.

HB 2418 – Oklahoma Work Zone Safe Training Course

As of late 2025, the Oklahoma Work Zone Safe Course, which is a mandatory online course for all teens before they can receive an intermediate license, has been expanded.

- It now includes a dedicated section on the impacts of impaired driving.
- This builds on the 2023 requirement for teens to complete training on navigating work zones and the "Move Over" law.

SB20 – Commercial Driver and Foreign National Requirements

The Oklahoma Secure Roads and Safe Trucking Act went into effect to tighten oversight of commercial vehicles.

- Foreign commercial drivers must provide proof of citizenship/visa and demonstrate English proficiency.
- Non-compliant drivers face a \$3,000 fine and a ban from operating until requirements are met.

Enforcement Activity

A total of sixty-nine (69) law enforcement agencies received grants for FY25, which included funding for overtime traffic enforcement activities. These efforts resulted in a total of 148,359 citations being issued.

Nationwide Mobilizations



Oklahoma participated in the 2025 *Click It or Ticket* and *Drive Sober or Get Pulled Over* national campaigns. The Labor Day and Holiday impaired driving mobilizations were conducted with the Oklahoma ENDUI tagline. The OHSO captures participation activity electronically for each mobilization. For several years, Oklahoma has employed law enforcement liaisons with the Oklahoma Highway Patrol to aid in working with local agencies on their seat belt and impaired driving programs and encourage participation in these mobilizations.

Selective Traffic Enforcement Program (STEP)

All projects selected for inclusion in the Oklahoma FY2025 Annual Grant Application (AGA) contributed to the overall goal of improving traffic safety efforts to reduce the number and severity of traffic crashes in the State of Oklahoma to save lives. All grantees having traffic enforcement grants are required to submit monthly reports on the number of impaired driving, occupant protection, speeding and other type violations citations issued during grant funded operations.

Impaired Driving Program Summary

In FY2025, the Oklahoma Highway Safety Office (OHSO) awarded grants to twenty-seven (27) law enforcement agencies (LEAs) statewide, including the Oklahoma Highway Patrol (OHP), to support enforcement, training, and educational activities targeting impaired driving across much of the state. While OHSO partnered directly with these two agencies for impaired driving initiatives, nearly all our 69 LEA partners, except for fourteen, reported at least one DUI arrest during the fiscal year. Collectively, these efforts resulted in 1,266 impaired driving arrests.

Several initiatives were implemented to enhance training and education for judges and prosecutors on impaired driving offenses. Additionally, a targeted project successfully reduced toxicology result-turnaround times from 98.9 days to 76.5 days; while turnaround time improved the case backlog increased from 447 cases in October 2024 to 921 cases by September 2025.

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

Impaired Driving Program Activities

Impaired Driving Statewide Enforcement Activities

Project Number	Project Title
M5HVE-25-03-01-19	Impaired Driving Liaison (IDL) Project
AL-25-03-26-19	Impaired Driving Liaison (IDL) Project
AL-25-03-27-19	OHP Impaired Driving Enforcement

The Impaired Driving Liaison (IDL) project utilizes full-time Highway Patrol Troopers who act as liaisons to implement ENDUI checkpoints and saturation patrols within the 13 field Troops in the State. They also conduct Public Information and Education (PI&E) events in support of national highway safety goals in reducing motor vehicle collisions and more importantly impaired driving related collisions especially those involving drug use. IDL's provide assistance to local law enforcement agencies and Oklahoma Highway Patrol field Troops with regard to impaired driving enforcement. The ENDUI events organized through this project help focus on the increasing level of alcohol and drug related impaired driving causes in the state. The coordination of regional multi-jurisdictional events occur on a monthly basis which include DUI checkpoints and/or saturations patrols as well as instructing, educating, and training.

The IDL's planned, coordinated and executed on a regular basis, multi-jurisdiction high visibility enforcement events which include ENDUI checkpoints and saturation patrols in five regions throughout the state during the FY25 grant year. During these enforcement events the OHP used a 'zero tolerance' mindset for any impaired drivers encountered whether drug or alcohol related. When utilizing ENDUI checkpoints all participating law enforcement personnel were briefed prior to the checkpoint and provided a written

operational plan outlining specifics of the checkpoint such as the sequence of vehicles, brief interventions while screening for impairment and any other aspects pertaining to the event. There was also a debriefing after each event including the documentation of activity for the checkpoint and/or saturation conducted. Multiple other law enforcement agencies including others with OHSO grants were also involved with both ENDUI checkpoints and saturations throughout the fiscal year in which the IDL's organize. Most of the events were planned by an IDL in the specific region the event occurred. Larger ENDUI events that occur over a longer period of time may involve several of the IDL's as well as the DUI coordinator.

There were 767 DUI arrests made as a result of the efforts made by IDL's through planned ENDUI checkpoints/saturations through overtime DUI enforcement shifts worked by Troopers throughout the state this fiscal year with over a 60 of those DUI arrests made by the IDLs themselves. There were 163 PI&E events also conducted throughout the fiscal year.

The IDL program demonstrated significant resilience during FY25. On May 1, three IDLs transferred and were replaced by new personnel. Following the promotion of two IDLs to Lieutenant on June 1, the program operated with a reduced staff of three liaisons for a ten-week period. These vacancies were filled on August 10, returning the project to full operational capacity.

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

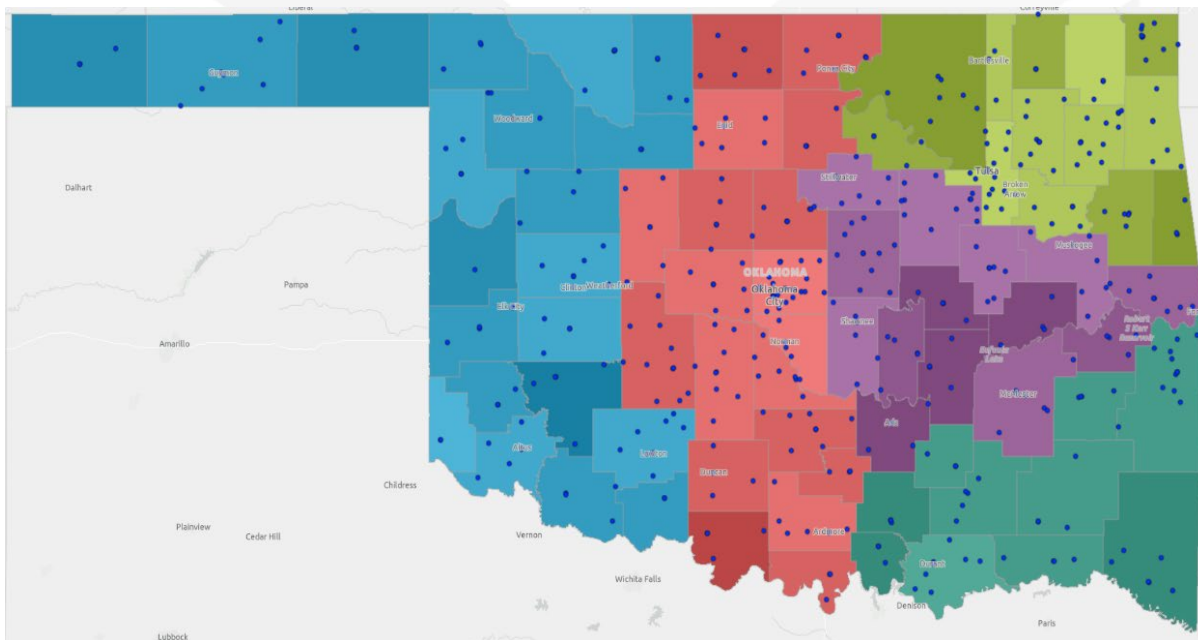


Figure 1: 2020 IDL Regions

Impaired Driving Training, and Testing Activities

Project Number	Project Title
B5CS-25-02-01-03	MADD Court Monitoring Program Specialist

The court monitors (both staff and volunteers) monitor DUI cases (misdemeanor) in the six appointed counties - Bryan, Canadian, Cleveland, Oklahoma, Payne, and Tulsa. Court monitors are frequently present at various court hearings as cases progress through the judicial system. Pertinent case information is collected while attending court hearings, and through Oklahoma's public record court database (OSCN.net) when court monitors are unable to be present for court proceedings. The data collected is entered into MADD's online National Court Monitoring Database for reporting purposes. A total of 2532 cases were monitored and MADD monitoring specialist met with VOID and state legislatures to discuss the data collected and provide an explanation of what was happening in the courts for potential legislative action.

Project Number	Project Title
B5CS-25-02-02-03	Judicial Outreach Liaison (JOL) Project

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

Project Number	Project Title
B5BAC-25-03-01-21	Oklahoma Drug Recognition Expert (DRE) Training

The 2025 OHSO Drug Recognition Expert Training Program was able to overcome many of the previous years' obstacles by venturing out of state for field certification training. Three groups of students traveled to Jacksonville, FL and completed field certification training which led to thirty-five new DREs being trained, along with thirteen new DRE instructors. The countermeasures used included law enforcement training and education which was administered by officers from agencies across the state of Oklahoma. The goal of 24 ARIDE courses was not met, difficulties filling courses and some inclement weather during the winter months resulted in cancellations. This program is being transitioned to the OHP for FY26.

Project Number	Project Title
B5TST-25-05-02-17	OSBI Impaired Driving Testing

The OSBI Forensic Toxicology Laboratory provides scientific laboratory results for blood alcohol and blood drug cases to District Attorneys and law enforcement officers across the state for prosecutorial purposes pursuant to Title 74 of the Oklahoma State Statutes. The OSBI Forensic Toxicology Unit is the only lab in Oklahoma to provide DUID analysis to criminal justice agencies. Increased enforcement activity throughout the state increases the number of blood kit submissions to the OSBI laboratory.

In many ways, this project is a success. However, personnel changes limited the success of the project. The statistics through September of 2025 highlight the difficulty the OSBI will have in clearing their backlog of cases and getting all cases "turned around" within 30 days. The results of the project successfully reduced toxicology result-turnaround times from 98.9 days to 76.5 days; while turnaround times improved the case backlog increased from 447 cases in October 2024 to 921 cases by September 2025. The increase in backlog cases is attributed to 9 months of the FY with vacant positions and/or new staff training time.

Project Number	Project Title
M5TR-25-02-01-03	Traffic Safety Resource Prosecutor Program

The TSRP provided training to prosecutors, law enforcement officers, highway safety practitioners, and court personnel regarding the effective enforcement, prosecution, and adjudication of impaired driving laws. The TSRP provided 47 separate instances of technical assistance. These instances range from one-time short phone calls to complex consultations including research and writing. The TSRP conducted 14 distinct training events for the grant year including 4 specifically for prosecutors, and numerous sessions during the OHSO Summit. The TSRP prepared 2 "newsletters" during the grant year. The TSRP was able to coordinate the DUI update for the Oklahoma Bar Association. The TSRP re-wrote the CLEET Implied Consent curriculum and was requested to instruct the Implied Consent portion of the basic CLEET academy. This allowed the TSRP to improve the quality of the in-person instruction for this class as well as the written curriculum. The TSRP also attended public events in furtherance of the grant including "DUI Victim Awareness Day", the Oklahoma Highway Safety Summit, and the MADD Law Enforcement Recognition event.

Project Number	Project Title
B5PEM-25-02-01-01	VI - Impaired Driving Traffic Safety Media
B5PEM-25-02-02-01	Alliance - Impaired Driving Traffic Safety Media
B5PEM-25-02-03-01	OKC Sports - Impaired Driving Traffic Safety Media
B5PEM-25-02-04-01	Tulsa Sports - Impaired Driving Traffic Safety Media
B5PEM-25-02-05-01	Sports Marketing - Impaired Driving Traffic Safety Media

In support of national and state high visibility enforcement campaigns, media project objectives include reducing the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above and educating the public on the risks of impaired driving. The goal of the education and awareness-raising campaigns and activities for this agreement is to influence the attitudes, beliefs, or behavior of people through information and education. Metrics and targets are available in additional documentation.

Impaired Driving Local Agency Enforcement Activity

Project Number	Project Title
AL-25-03-01-11	Bethany Police Department
AL-25-03-02-24	Bixby Police Department
AL-25-03-03-01	Bristow Police Department
AL-25-03-04-16	Calera Police Department
AL-25-03-05-02	Catoosa Police Department
AL-25-03-07-21	Enid Police Department
AL-25-03-08-02	Eufaula Police Department
AL-25-03-09-03	Glenpool Police Department
AL-25-03-10-12	Idabel Police Department
AL-25-03-11-22	Lawton Police Department
AL-25-03-12-02	Muscogee (Creek) Nation
AL-25-03-13-03	Newcastle Police Department
AL-25-03-14-01	Norman Police Department
AL-25-03-15-18	Oklahoma County Sheriff's Office
AL-25-03-16-02	Poteau Police Department
AL-25-03-17-15	Pottawatomie Police Department
AL-25-03-18-03	Purcell Police Department
AL-25-03-19-07	Rogers County Sheriff's Office
AL-25-03-20-13	Sapulpa Police Department
AL-25-03-21-19	Shawnee Police Department
AL-25-03-22-02	Stillwater Police Department
AL-25-03-23-18	Tulsa Police Department
AL-25-03-24-03	Verdigris Police Department
AL-25-03-25-03	Yukon Police Department
AL-25-03-29-21	Oklahoma City Police Department

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 336 DUI arrests during the grant period.

Impaired Driving Projects Not Implemented or Activity Less Than Anticipated

Project Number	Project Title
B5TST-25-05-01-02	OBOT Evidential BA Testing - Training and Technology

The goal of the project was to begin replacing the state's existing outdated breath testing equipment and train law enforcement as it was deployed. Evidential breath test devices are State-approved, are required for civil license suspension, and can be used as evidence in criminal court. They are used to effectively measure BAC, thereby, expediting administrative action against an impaired driver. This project had significant issues with deliverables from the manufacturer due to software issues. Although forty (40) units were received, the manufacturer did not invoice the state. No expenditures or reimbursements were made during FY25.

Occupant Protection (OP) Program Summary

The 2025 Oklahoma Statewide Seat Belt Use Rate survey showed a slight decrease, with seat belt usage falling from 86.4% in the previous year to 85.3%. Similarly, the 2025 Child Restraint survey showed a notable decrease, from 92.8% to 83%. To ensure accountability, all traffic enforcement grantees are required to submit monthly reports detailing the number of occupant protection citations issued during grant-funded operations. Oklahoma also participated in the 2025 *Click It or Ticket* national mobilization from May 19 to June 1, targeting seat belt and child restraint compliance. This effort resulted in 19,687 enforcement contacts, including 3,906 occupant protection-specific citations, over 13,039 enforcement hours—yielding an average of 1.5 contacts per enforcement hour.

Occupant Protection Program Activities

Occupant Protection Statewide Enforcement Activities

Project Number	Project Title
M2HVE-25-03-01-19	OHP Statewide HVE OP Enforcement
OP-25-03-12-19	OHP Statewide OP Enforcement

The OHP Statewide Occupant Protection Enforcement project targeted unrestrained motorists including front seat passengers and children under 8 years of age on Oklahoma roadways in an effort to reduce unrestrained fatalities in Oklahoma. The Oklahoma Highway Patrol is divided into 13 field Troops, A through M. Data collected from unrestrained KAB collisions and fatalities across the state was used to determine problem areas and high priority counties.

Enforcement was concentrated in counties identified in the 2023-24 Statewide Seat Belt Survey as having low use rates. The 13 field Troops were provided data depicting a five year trend for each County in their Troop showing KAB unrestrained collisions. Troopers working overtime occupant protection shifts focused on priority counties in their respective Troop including OHSO state crash data with the highest rate of teen crashes that were unrestrained. The data was also used to assist in properly dividing the available budget for each field Troop by percentage of problem areas.

Troopers conducted scheduled saturation patrols during certain months of the budget year including the annual Click It or Ticket Mobilization in May through June, Oklahoma SAFE enforcement period, and Child Passenger Safety Week which will dramatically impact strategic planning for OP efforts. The plan for overtime OP enforcement activities was also conducted during holiday periods and months of the year with the highest unrestrained fatality crashes.

Available OP funds were also utilized for Oklahoma Challenge safety programs educating junior high and high school students on the importance of buckling up every time. Funds were also used for car seat checks throughout the state for those Troopers who are Child Passenger Safety Technicians. The Oklahoma Highway Patrol along with the assistance of the OHSO created an Overtime Occupant Protection Enforcement Strategic Plan for fiscal year 2025 which was similar to the FY24. This strategic plan includes a data-driven focus utilizing the most recent state crash data available. The National Highway Traffic Safety Administration supports a data-driven approach to traffic

safety planning. Grant funded OP enforcement and PI&E efforts were deployed based on this strategic plan. Project activities supported specific identified OP emphasis events conducted during the project year.

55 impaired drivers were arrested as a result of the OP enforcement funding which was more than last year even though less OT hours were worked this year.

The Impaired Driving Liaisons conducted OP saturation events during May and June as well as September for Child passenger safety week. They conducted 22 OP saturation events during those campaigns. They would have had more but several were canceled due to weather.

All five new IDLs that started this year went through the training recently to become Child Passenger Safety Technicians and have been active already with participating in car seat checks in their assigned areas. Several troopers for the first time this year participated in a car seat check conducted at a Tulsa Drillers baseball game during first responder night.

Community-based Child Passenger Safety (CPS) Program Activities

Project Number	Project Title
B2CPS-25-02-01-27 M2CPS-25-02-01-27 M2TR-25-02-01-27 M2X-25-02-01-27	Safe Kids Oklahoma (SKO) Statewide CPS Program
OP-25-02-13-25 B2CPS_US-25-02-02-25 M2CPS-25-02-02-25 M2TR-25-02-02-25	Safe Kids Tulsa Statewide (SKT) CPS Program

The OHSO is fortunate to have two high-performing CPS programs that take the lead in CPS efforts in Oklahoma. Working as a team, SKO in Oklahoma City and SKT at St. Francis Hospital in Tulsa coordinated their efforts to provide CPS services to all 77 counties in Oklahoma.

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

- Checked 2224 child seats for correct installation and use.
- Distributed 1703 car seats for families in-need.
- Sponsored 210 community car seat checkup events.
- Conducted 128 community child seat workshops provided in English and Spanish, reaching 1408 parents and caregivers.
- Conducted 28 technician certification/recertification courses for 159 technicians.

Oklahoma's recertification rate had a significant increase for 2025. The State recertification rate of 58.12% is higher than the National recertification average of 54.45%.

SKO hosted the 18th Annual Martha Collar Tech Reunion (MCTR) – Oklahoma's Statewide conference. The MCTR Project is presented each year to allow an opportunity for CPS

Technicians and Instructors to obtain CEUs for recertification. The MCTR had 182 CPS technicians and instructors attending.

Occupant Protection Local Agency Program Activities

Project Number	Project Title
OP-25-03-01-03	Atoka Police Department
OP-25-03-02-25	Broken Arrow Police Department
OP-25-03-03-06	Caddo County Sheriff's Office
OP-25-03-04-05	Choctaw Police Department
OP-25-03-05-01	Harrah Police Department
OP-25-03-06-05	McIntosh County Sheriff's Office
OP-25-03-07-21	Oklahoma City Police Department
OP-25-03-08-07	Osage County Sheriff's Office
OP-25-03-09-20	Owasso Police Department
OP-25-03-10-03	Tuttle Police Department
OP-25-03-15-18	Oklahoma County Sheriff's Office

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 7,489 citations issued for seat belt/child restraint violations.

Occupant Protection Projects Not Implemented or Activity Less Than Anticipated

Project Number	Project Title
OP-25-03-11-01	Weatherford Police Department

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

Speed Management (SC) Program Summary

Excessive speed remains a leading factor in Oklahoma traffic fatalities, contributing to 29% of all road deaths annually. With speed-related fatalities surging by 32% in 2025, the need for aggressive intervention is more critical than ever. Our Speed Management Program utilizes a data-driven "Safe System" approach, combining high-visibility enforcement with public education to mitigate risks. By targeting high-risk corridors identified through data analysis and curbing aggressive driving behaviors, we aim to reverse these deadly trends. This comprehensive strategy is designed to manage kinetic energy in crashes, reduce injury severity, and to keep Oklahoma's roadways safe.

Speed Management Program Activities

This year, twenty-eight (28) speed management enforcement grants were awarded to support local community initiatives.

Project Number	Project Title
SC-25-03-01-01	Anadarko Police Department
SC-25-03-02-07	Bryan County Sheriff's Office
SC-25-03-03-02	Cleveland Police Department
SC-25-03-04-22	Durant Police Department
SC-25-03-05-27	Edmond Police Department
SC-25-03-06-02	Guthrie Police Department
SC-25-03-07-01	McLoud Police Department
SC-25-03-08-22	Midwest City Police Department
SC-25-03-09-04	Moore Police Department
SC-25-03-10-01	Mustang Police Department
SC-25-03-11-02	Nowata County Sheriff's Department
SC-25-03-12-01	Pocola Police Department
SC-25-03-13-02	Pryor Police Department
SC-25-03-14-02	Sand Springs Police Department
SC-25-03-15-02	Skiatook Police Department
SC-25-03-16-18	Tulsa County Sheriff's Office
SC-25-03-17-01	Vinita Police Department
SC-25-03-18-06	Wagoner County Sheriff's Office
SC-25-03-20-02	Poteau Police Department
SC-25-03-21-02	Eufaula Police Department
SC-25-03-22-03	Glenpool Police Department
SC-25-03-23-12	Idabel Police Department
SC-25-03-24-07	Osage County Sheriff's Office
SC-25-03-25-03	Verdigris Police Department
SC-25-03-26-03	Yukon Police Department
SC-25-03-27-03	Tuttle Police Department
SC-25-03-28-25	Broken Arrow Police Department
SC-25-03-29-03	Atoka Police Department

The participating local agencies issued a total of 13,495 traffic violation citations, including 20,779 for speeding, 1,781 for occupant protection violations, and 98 for driving under the influence (DUI).

Statewide General Traffic Services

Project Number	Project Title
AI-25-02-01-19	Traffic Homicide Unit (THU) Accident Investigation Training

The THU provided core and specialized crash investigation training to officers around the state. Through this funding, we were able to conduct, host, or attend ten (10) training events. These included EDR Technician, At-Scene Traffic Crash/Traffic Homicide Investigation, Advanced Traffic Crash Investigation, Traffic Crash Reconstruction, Motorcycle Crash Investigation - Level One, Heavy Vehicle EDR, Fundamentals of Traffic Crash Dynamics (2x), Human Factors in Traffic Reconstruction, and EDR Analysis - Level One. Two hundred and seven (207) law enforcement students attended these events throughout the year from various agencies around the state. This type of advanced training directly contributes to the officers knowledge of how collision occur and provides for more robust and accurate investigations into the cause and contributing factors of the crash. Members of the THU assisted other agencies one hundred and one (101) instances.

Statewide Data Systems/Traffic Records Program Summary

Effective traffic safety improvement programs rely on the collection of relevant data to identify problems and evaluate the effectiveness of implemented countermeasures. The following projects funded by the Oklahoma Highway Safety Office (OHSO) in FY2025 were specifically designed to achieve these objectives.

Data Systems/Traffic Records Program Activity

Project Number	Project Title
M3DA-25-05-02-02	Traffic Records Consulting Services – Citation Module
M3DA-25-05-03-01	Traffic Records Consulting Services - OCERS

Today's highway traffic safety decisions on allocation of personnel and resources are based upon crash data that is two years old. While this data is verified it may still contain an unknown level of inherent error dating from the original crash report and carried through the process in addition to not informing applicable current strategies related to recent data and trends. There is a significant need to improve crash data quality and timeliness. The current system also does not communicate with adjudication systems, EMS/injury surveillance systems, MIRE (except by direct download), or NHTSA through electronic data transfer, and we are 3 editions behind the Model Minimum Uniform Crash Criteria (MUCC). Combining the Oklahoma Crash Electronic Reporting System with a Citation module closes the loop of the crash cycle – crash through adjudication.

Motorcycle Safety Program Summary

The Oklahoma Highway Safety Office (OHSO) is currently analyzing preliminary motorcycle safety data for 2025. In response to the growing number of motorcyclists on state highways in recent years, Oklahoma has enhanced its efforts by expanding motorcycle training and education programs. The Oklahoma Advisory Committee for Motorcycle Safety and Education plays a vital role in this initiative, reviewing and recommending grant applications while gathering input from members and partners on critical motorcycle safety issues.

Motorcycle Safety Program Activities

State-funded Motorcycle Safety Education Activities

Project Number	Project Title
STMC-25-02-07-27	Safe Kids Oklahoma OHV Safety Awareness Program

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

Goals Met:

- A total of 86 events reached 20,178 participants
- Events included school presentations, staffing booths at community events, and large events such as Future Farmers of America, and FCCLA.
- Collected 369 retrospective pre-post style surveys from 4th – 8th grade students. The pre/post about wearing a helmet showed a dramatic increase: The "Always" category jumped from 203 to 311, a 53% increase. There was also a sharp decline in non-use: The "Never" category dropped from 32 to just 3, a 91% decrease!
- Multiple "train the trainer" events where leaders in the community gained knowledge about OHV safety to take to youth organizations and community events.
- Quarterly meetings were held to build a consistent message in the community among instructors.
- Increased outreach to Hispanic community with bilingual staff and participated in several Spanish-only community events.

Local Agency Motorcycle Safety Education Activities

Project Number	Project Title
STMC-25-02-01-25	Broken Arrow Motorcycle Safety and Education
STMC-25-02-01-27	Edmond Motorcycle Safety and Education
STMC-25-02-03-22	Lawton PD
STMC-25-02-06-02	Oklahoma City PD
STMC-25-02-09-18	Tulsa Motorcycle Safety and Education

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

Community-based Motorcycle Safety and Education Activities

Project Number	Project Title
M11MT-25-02-01-14	Great Plains Technology Motorcycle Safety and Education
STMC-25-02-04-02	Metro Technology
STMC-25-02-05-04	Moore Norman Technology Motorcycle Safety and Education
STMC-25-02-08-13	Southern Motorcycle Safety and Education
M11MT-02-02-11 STMC-25-02-11-11	Southwest Motorcycle Safety and Education
M11MT-02-03-09	Western Technology Motorcycle Safety Education
STMC-25-02-07-13	OSU-OKC Motorcycle Safety Education

The above listed community-based grant-funded motorcycle safety and education projects for FY2025 provided MSF training and/or *StR* motorcycle safety and education events.

Nonmotorized Safety Program Summary

Nonmotorized Safety Program Activities

Community Based Program Activities

Project Number	Project Title
BGPE-02-02-11 PS-25-02-05-11	INCOG Pedestrian/Bicyclist Safety Program

Travel with Care Tulsa (TwC) is a multi-faceted "rules of the road" safety campaign designed to spread safety education across the region and promote safer streets for all modes of transportation. This is accomplished through safety messaging delivered via social media, public outreach, and community education. The overarching goal is to decrease fatalities and collisions across all modes, with a particular focus on bicyclists and pedestrians.

Education remains the largest component of the campaign, primarily achieved through our social media efforts. This year, the campaign placed a strong emphasis on timely, place-based content, strategic collaborations, and human-centered storytelling to ensure safety messages resonated more deeply with the community. By sharing real stories and collaborating with local partners, we highlighted that everyone—regardless of how they travel—shares the same goal of getting to their destination safely.

Goals/Milestones Met:

- The project saw several significant achievements beyond meeting projected activity levels. Our audience grew by 7.8% in FY25, reflecting increased visibility and stronger community interest in the Travel with Care campaign. Overall engagement and impressions rose across both Facebook and Instagram, supported by timely and relevant content—beginning with Bike to Work Day and strengthened through meaningful collaborations with organizations such as Bike Club and River Parks.
- One of the most notable successes was the performance of Gabby's Instagram post, which became the #1 best-performing post of the year. Its impact was driven by several key features:
- Humanized content: Showcased a local leader, creating a relatable and authentic voice similar to influencer-style engagement.
- Collaborations: Leveraged Instagram's collaboration feature to tap into extended audiences and increase visibility.
- Relevance: Highlighted Tulsa parks and trails, which encouraged additional partners like Turkey Mountain and Tulsa Parks to join the collaboration, further expanding organic reach.
- These successes demonstrate the campaign's growing community impact and the effectiveness of strategic partnerships, human-centered storytelling, and place-based content.

Project Number	Project Title
BGPE-25-02-01-04 PS-25-02-04-04	ACOG – <i>Watch for Me OKC</i>

Watch For Me OK is a bicycle & pedestrian public safety awareness campaign that utilizes public information and education to improve safety outcomes among pedestrians, bikers, and drivers throughout Central Oklahoma.

Over the course of the year, Watch for Me staff were present at more than 20 events across Central Oklahoma to interface with the public, distribute safety equipment, and provide valuable education about how to walk, bike, and drive safely. Over 1,000 safety items were distributed to the public this FY.

This year's attitude and awareness survey achieved a much larger and more geographically diverse audience than previous years' surveys. In the past, the survey would largely receive responses from Oklahoma City residents, and particularly those in the urban core. This year's survey connected with that audience, as well as more suburban populations in NW Oklahoma City, Edmond, and Norman. With the expanded sample also comes a broadening of negative and positive responses, but moving forward, ACOG staff are interpreting this as a "breakout" moment for the campaign.

Project Number	Project Title
BGPE-25-02-03-27 PS-25-02-06-27	Safe Kids Oklahoma Bicyclist/Pedestrian Safety Program

Safe Kids Oklahoma carried out a comprehensive public information, education, and outreach initiative focused on promoting safety among children and families as they walk, bike, and share the road with motorists. The program actively supported and participated in key events such as Walk This Way, International Walk to School Day, Spot the Tot training, Bike to School Day, and other activities aimed at children who commute to school by walking or biking.

To assess impact, pre- and post-event knowledge evaluations were conducted in collaboration with community partners, ensuring meaningful feedback and continuous improvement. Funding supported both full-time staff and contracted personnel, enabling the delivery of planned educational programming and outreach across numerous schools and community events statewide.

Partnership with Healthy Schools Oklahoma remained strong, and we expanded the BPS program by engaging in HSOK-led initiatives such as Health Universities. Additionally, we provided safety resources to schools participating in the HSOK network, further extending our reach and reinforcing our commitment to child safety.

Successfully implemented a dynamic and impactful program that resonated with communities across the state. Our efforts are part of a long-term strategy to reduce

pedestrian and bicyclist fatalities and injuries, particularly as children grow into adolescence. By introducing safety messages early and reinforcing them consistently, we aim to build lasting awareness that carries into the teenage years. This year, our bike and pedestrian safety outreach reached 27,802 Oklahomans, demonstrating the program’s broad reach and effectiveness in promoting safer behaviors statewide.

Project Number	Project Title
BGPE-25-02-04-27	Safe Kids Oklahoma Bicyclist/Pedestrian Safety Program

Efforts to reduce vulnerable road user deaths and injuries have been less successful than for motor vehicle occupants. Safe Kids OK used our unique position in the community to build the science regarding pedestrian safety. An understanding of the problem and an effective intervention begins with a deep dive into the phenomenon. We incorporated focus groups, observations, and Star Ratings to explore the development of an interactive pedestrian course. Little is known about an evidence-based method for pedestrian safety education, and this provided rich detail about how to standardize the approach. This research was designed to address the research question: What is the experience of an educational pedestrian safety intervention for vulnerable road users? The basis of the study triangulated the priorities of OHSO, (using NHTSA’s Countermeasures That Work and data shared from OHSO), Safe Kids Worldwide (after recent discussions with the Chief Research Officer, Morag Mackay), and the current work being done in our Bike and Pedestrian Safety Program. Many times, the fault doesn’t necessarily lie with the driver of a vehicle, but with the pedestrian’s own actions. This could be adults and teens struggling with substance abuse, wearing dark clothing at night, or poor decisions about where to cross a road. We concluded that, along with developing safer roadways, understanding the moderators and mediators influencing pedestrian behavior should be a focal point of the solution. The principal investigator for this research was Elizabeth Koldoff, PhD, RN.

Basic pedestrian safety and safety in school zones remain important issues that deserve education and attention, but the trends and patterns for older teens suggest more work is needed to understand how we can more effectively intervene to reduce their risk. This study laid the groundwork for future research about whether targeting pedestrian safety interventions for elementary students will make a difference in the pedestrian behavior of adolescents.

Goals/Milestones Met:

- A total of 5 focus groups were implemented. Eight (8) school zones and one (1) public library were assessed for pedestrian safety.

Local Agency Program Activities

Project Number	Project Title
PS-25-03-01-03	Warr Acres Pedestrian Safety Enforcement

The Warr Acres Police Department's FFY25 Pedestrian Safety Enforcement Project focused on reducing pedestrian-involved crashes and increasing driver and pedestrian awareness through high-visibility traffic enforcement, public information & education, and data-driven deployment. The program supported Oklahoma's statewide traffic safety goals and contributed to the reduction of K (fatal) and A (serious injury) crashes within the city.

The project utilized proven pedestrian safety countermeasures, including:

- High-Visibility Enforcement (HVE): Targeted patrols at high-risk intersections and corridors with a history of pedestrian-related incidents.
- Public Information & Education: Officers conducted enforcement in conjunction with social media messaging and community awareness efforts to enhance visibility and compliance.
- Data-Driven Deployment: Shifts were scheduled and locations were chosen based on crash data, pedestrian volumes, and citizen complaints to maximize impact.

Project Number	Project Title
PS-25-03-03-21	Oklahoma City PD Traffic Safety Enforcement

Officers were assigned to work high visibility enforcement (HVE) and saturation patrols in identified areas while targeting alcohol-impaired drivers. Additionally, officers increased occupant protection enforcement and were assigned HVE with a focus on promoting with a focus on promoting pedestrian and bicycle safety awareness through education. Saturation patrols and sobriety checkpoints were conducted as part of the cooperation with ENDUI task force efforts. Our agency participated in the Drive Sober or Get Pulled Over and Click it or Ticket mobilizations. Public information supporting enforcement (PI&E) activities were conducted monthly as part of the HVE effort to inform and educate the public on traffic safety best practices and the danger of alcohol-impaired driving. Officers conducted a post-project seatbelt use survey by monitoring intersections in Oklahoma City and reported the seatbelt usage rates using the Survey123 app. Conducted 24 bicycle/pedestrian PI&E events throughout the FY and distributed reflective slap bracelets during the bicycle/pedestrian safety shifts. Officers began distributing the bracelets in May of 2024. According to OKCPD records, since distributing the reflective bracelets, the number of fatality collisions involving pedestrians and cyclists has decreased from calendar years 2023 to 2024 and continued to decrease from calendar years 2024 to 2025. As more data is collected, we're hopeful this trend will continue.

Railroad Safety Program Summary

The OHSO's efforts at this time are primarily education based, with an occasional "Officer on a Train" enforcement event. OHSO did partner with Oklahoma State University for a rail grade crossing research project that aims to develop a video-based system for detecting and reporting near-miss incidents at highway-rail grade crossings (HRGCs) and evaluating driver behavior and safety performance using surrogate safety measures (SSMs). The overarching countermeasure involves applying advanced computer-vision and traffic-simulation tools to identify risk-prone interactions before crashes occur and to enable proactive safety improvements.

Railroad Safety Program Activities

Project Number	Project Title
RS-25-02-01-21	Operation Lifesaver Rail Grade Crossing Safety Program

Oklahoma Operation Lifesaver (OKOL) will utilize a force of 100% active trained volunteers to present rail grade crossing safety education to various groups, including law enforcement officers, emergency responders, bus drivers, truck drivers and an array of community groups about highway safety at railroad crossings.

OKOL will also provide RISC education to the first responder community statewide as requested.

OKOL will contract with various media outlets providing information and awareness of the potential dangers of inappropriate or unsafe driver behavior at railroad crossings through Public Service Announcements. Coaches and Trainers will receive web-based continuing education through the National Operation Lifesaver website.

OKOL conducted 111 presentations state wide, did participated in 8 public events, ie., State and County Fairs, Train Shows etc., and keynote speaker events involving motoring public safety. Every person involved in the events and presentations are 100% volunteer. They are safety professionals and advocates from the railroad industry and railroad enthusiast. Within the 111 presentations, there have been a total of over 3,500 people reached. These include but are not limited to grade school children to the professional drivers. The presentations consisted of 127.5 hours which were completely volunteer hours.

OKOL followed AASHTO strategies by,

- Improve driver training and licensing for both new drivers and commercial drivers, by providing education relative to safe practices for approaching and traversing highway-rail crossings.
- Combat the general lack of public awareness about highway-rail crossings by providing public service announcements to educate and remind motorists of the dangers of circumventing or purposely violating railroad crossing control devices. We also increased the number of Authorized Volunteers by adding 4 new,

(Presenters), conducting safety presentations and/or outreach and RISC classes to Law Enforcement Officials. Airing radio, TV, Public Service Announcements, printed media as well as billboard advertisements, media events, press releases, safety fairs, social media post, etc.

- We were able to continue our partnership with Energize for Safety and through this partnership we kept the "First in the Nation" program WHICH BY LAW, NOW REQUIRES FRIST TIME TEEN DRIVERS TOGET OPERATION LIFESAVER SAFETY INFORMATION PRIOR TOHAVINGTOTAKE THE DRIVERS TEST. This requirement forces first time teen drivers to take an on-line course involving Operation Lifesaver Rail Safety Information. The drivers must take quiz's after each segment and pass with a passing grade prior to getting your drivers license. This is in addition to the standard drivers license testing provided by the state. We are the first state in the nation to have this requirement.

Project Number	Project Title
RS-25-02-01-21	Operation Lifesaver Rail Grade Crossing Safety Program

This project aims to develop a video-based system for detecting and reporting near-miss incidents at highway-rail grade crossings (HRGCs) and evaluating driver behavior and safety performance using surrogate safety measures (SSMs). The overarching countermeasure involves applying advanced computer-vision and traffic-simulation tools to identify risk-prone interactions before crashes occur and to enable proactive safety improvements.

The research team began with a comprehensive literature review covering video-based crash analysis, trajectory extraction, driving-conflict metrics, and simulation approaches for intersection safety. Subsequently, using crash data from the historical Oklahoma crash database and the FRA database, crashes at the Britton Highway-Rail Grade Crossing in Oklahoma City were obtained, with 24 highway-rail collisions and 514 highway-only crashes reported over the past 25 years. This study analyzed crash patterns, traffic characteristics, roadway geometry, and control devices to identify contributing factors and support data-driven safety improvements.

In February 2025, a field data-collection campaign was completed at the Britton HRGC and the Hefner signalized intersection. CCTV cameras were deployed at two corners of each site, and traffic was recorded during peak and off-peak conditions. From the collected videos, the team extracted vehicle trajectories, speeds, turning movements, and near-miss events using YOLOv11 and LSTM-based trajectory prediction. SSM metrics such as Time to Collision (TTC) were calculated to evaluate safety performance and identify hotspots, with results automatically logged for further analysis.

In parallel, a microscopic traffic-simulation model was developed in SUMO for the Britton HRGC to compare safety and operational behavior with the baseline Hefner intersection,

including scenarios with train activity. This provided additional insight into conflict mechanisms driven by infrastructure and driver response.

In May 2025, the team met with OHSO and discussed the potential to work with the City of Oklahoma City. After an in-person meeting and multiple follow-up discussions, the team acquired a comprehensive dataset from the City in August 2025, including static-camera footage (two weeks of 24-hour data) and traffic-sensor logs (one year). The data were saved to two 20-TB and two 2-TB hard drives. The team is currently processing, organizing, and converting the data to support expanded surrogate-safety evaluation—such as red-light and yellow-light violation analysis. However, due to the large dataset, it was not possible to process all materials by the end of Year 1 of this project (September 30, 2025). In agreement with the OHSO project manager, the unspent funds would be moved to Year 2 as a separate project so that these rich datasets can be processed and utilized.



Driver Education/Teen Safety/Distracted Driving Program Summary

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

Driver Education Program Activities

Project Number	Project Title
TSP-25-02-01-11	DCCCA - OK SAFE Teen OP Program

During the 2024-2025 School Year, 20 unique schools or student groups participated in the OK SAFE program. The OK SAFE program uses evidence-based strategies of education, enforcement, and reward as the core of the program. The SAFE Program Specialist and a Law Enforcement Liaison work together to find law enforcement agencies and schools that would like to initiate the peer-to-peer SAFE program in their community. Students are required to do a pre and post seat belt survey in and around their schools as a baseline. Students do some form of traffic safety education each month along with having students sign pledge cards saying they will wear their seat belts. During late February and early March law enforcement agencies do a two-week enforcement in their communities. Education, Enforcement and Reward has led to the SAFE program being a successful countermeasure to change behavior.

This school year 2024- 2025 the SAFE program served 7,724 students. We completed the school year with 5 Metro Schools and 15 Rural Schools. There was an average of 69% seat belt use among participating schools that submitted surveys for the beginning of the 2024-2025 school year. At the end of the 2024-2025 school year there was an increased average of 76% seat belt use at the same participating schools that submitted surveys. Of the 20 participating schools and groups, 8 submitted both a baseline and a final survey.

Project Number	Project Title
DE-25-02-01-11	Education Alternatives – Teen Distracted Driving Program

Education Alternatives successfully planned, coordinated, and implemented 8 Oklahoma Challenge Conferences, 6 Mini-Traffic Safety Conferences, 4 College/Post-Secondary Traffic Safety Events. We also provided 12 Educational/Program presentations to a variety of audiences during FFY25. We also conducted 819 PI&E including social media, newsletters (Traffic Safety Tuesday), presentations, direct emails, and push/dashboard notifications from within the DriveWell Go© app.

Participation in Oklahoma Challenge programs during FFY2025:

- 10,217 students and adults; 80+ schools/chapters; more than 60 counties.
- 43% of the schools/chapters participated in more than one OC program.
- Details for these programs can be found in the attachment called FFY25 End of Year Numbers Report uploaded as a Grantee Upload in OGX.

Education Alternatives strengthened key relationships with statewide student organizations such as FCCLA, HOSA, 4-H, and local school groups including Student

Council. Participation in the ACTE CareerTech OK Summit and state conventions (HOSA, FCCLA) provided valuable opportunities to engage partners and expand our reach.

Project Number	Project Title
TSP-25-02-02-04	TJohnE - Driver Education Program

During FY25, the Thinkfast Interactive (TFI) program continued to advance initiatives aimed at reducing teen motor vehicle injuries in the eligible counties of Adair, Caddo, Choctaw, Dewey, Hughes, McCurtain, and McIntosh. Fifteen programs were conducted—twelve at high schools and three at Oklahoma Challenge events in Norman and at the Aitaafama' Ishto in Tishomingo—reaching approximately 1,609 students, primarily high schoolers with some college-aged participants. All programs were evaluated, yielding 1,399 pre-surveys and 781 post-surveys.

TFI's central focus is educating future and current teen drivers on Graduated Driver Licensing (GDL) policies, emphasizing the system's effectiveness in helping novice drivers gain experience while minimizing risk. The program enhances knowledge of teen driver safety and fosters positive shifts in behavior, intentions, and attitudes toward safe driving. In addition to GDL, the program integrates education on key risk factors such as impaired driving, seat belt use, speeding, distraction, and drowsy driving.

Throughout FY25, TFI delivered programs through interactive presentations, scenario-based learning, and trivia tailored to Oklahoma teen drivers. Pre- and post-program surveys assessed knowledge gains and behavior intentions. The TFI program manager coordinated outreach, scheduling, data collection, and reporting. Monthly summaries and a comprehensive year-end report detailed participation, survey results, and overall program impact.

Through this evidence-informed, interactive approach, ThinkFast Interactive continues to educate Oklahoma teens on GDL principles and risky driving behaviors, reinforce positive driving habits, and contribute to measurable improvements in teen driver safety statewide.

Project Number	Project Title
DE-25-02-02-18	Tulsa County Teen Driver Education Program

The program is designed to teach teen drivers different strategies to avoid dangerous traffic crashes and a variety of driving skills. The 8-hour course teaches teens how to prevent crashes through defensive driving techniques and evasive maneuvers, while changing driving behaviors. The teens take a pre and post written test through the course as to provide insight as to the project effectiveness. The teens do several different driving maneuver sections of the course this includes lollipop, emergency braking, serpentine, backing, evasive, and off-road recovery. All instructors are Oklahoma CLEET certified Law Enforcement Driver Training (LEDT) instructors. A total of four (4) Teen driving Courses were conducted. All were held on a Saturday from 8 AM to about 4 PM. They were held on Nov. 24 with 16 teen drivers, March 22 with 13 teen drivers, May 31 with 14 teen drivers and August 2 with 12 teen drivers for a total of 55 teen drivers.

A pre-test and a post test were given to the teen drivers. Every teen's post scores were improved from their pre-test scores. Every teen had an instructor meet with them to discuss their specific vehicle's maintenance and safety features while inspecting the vehicle prior to the driving portion of the course. The teens also showed improvement in their driving skills from the start of the driving course segments to the end of that segment.

Project Number	Project Title
CP-25-03-01-18	Oklahoma County Teen Driver Education Program

The Oklahoma County Sheriff's Office employs two (2) full-time deputies as Traffic Safety Educators. The project includes conducting traffic safety programs statewide, utilizing the Rollover Simulator, Mule/Gator vehicle, and Distracted/Impaired Driver Simulator to provide outreach statewide. These deputies will partner with schools, non-profits, and other agencies to expand opportunities to elevate traffic safety programs throughout the state of Oklahoma. The Traffic Safety Educators conducted 890 classes over the goal of 251 and completed 225 outreach events over the goal of 24, reaching a total of 307,740 people through these outreach events and classes.

Media Program Summary

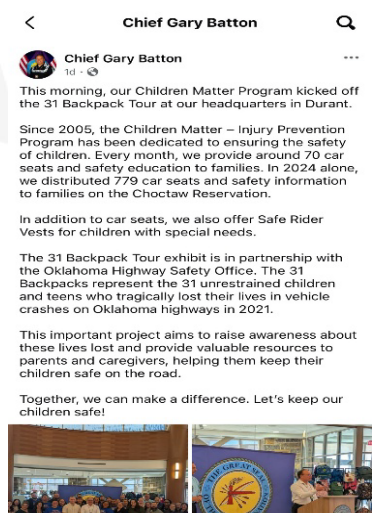
In Fiscal Year 2025, the Oklahoma Highway Safety Office (OHSO) continued its commitment to reducing traffic-related fatalities and serious injuries through strategic media campaigns. By leveraging data-driven approaches, targeted messaging, and collaborative partnerships, the OHSO successfully raised public awareness about critical safety issues, including impaired driving, seat belt usage, and pedestrian and pedalcyclist safety. These efforts not only reached diverse audiences across the state but also demonstrated measurable impacts on driver behavior and community engagement. The following highlights showcase the successes of OHSO's media campaigns during FY 2025.

OHSO

Near the end of FY24, the Oklahoma Highway Safety Office (OHSO) launched a powerful campaign to emphasize the importance of choosing the right car seat for children and ensuring everyone is buckled up for every ride. To kick off Child Passenger Safety Awareness Week, OHSO created four impactful displays featuring 31 backpacks, each symbolizing a child or teen (ages 1–17) lost in unrestrained fatalities from the most recent data. The backpacks, varying in size and color, were thoughtfully labeled with descriptions of the children they represented (e.g., "Infant, Age 1," "Child, Age 10," "Teen Driver, Age 16"). Sets of car keys were added to backpacks representing unrestrained teen drivers, highlighting the devastating consequences of unsafe driving practices. OHSO felt that starting and ending the backpack display from one occupant protection campaign to another was a good way to touch on the importance of buckling up to as many people throughout the state. OHSO continued the tour through 2025 *Click It or Ticket*.

The backpacks were displayed at Oklahoma's largest statewide awards program, the *Buckledown Awards*, which occurred in April 2025.

The OHSO developed new partnerships that came from this project. One being the Choctaw Nation. According to their website, the Choctaw Nation is the third-largest Indian nation in the United States, with over 225,000 tribal members and 12,000-plus associates. The OHSO worked with the Choctaw Nation's Injury Prevention Team to assist with deployment for their "31 Backpack Tour" kickoff ceremony, in preparation of their car seat check season. Chief Gary Batton spoke to praise the work of their Injury Prevention team and to bring awareness to the severity of child passenger safety with the backpacks. The Choctaw Nation now has two displays that are going on "tour" throughout the Choctaw Nation Reservation and will continue moving them, most likely to the end of the campaign. This area represents 10 ½ counties in SE Oklahoma.



VI Marketing

In Fiscal Year 2025, the OHSO, in partnership with VI Marketing and Branding, executed a comprehensive multi-channel paid media strategy that generated over 123 million total impressions across digital, social, and traditional platforms. This effort reached more than 5.5 million unique digital users, utilizing a mix of high-impact creative and data-driven targeting to improve road safety across the state.

Impaired Driving

- Performance: This campaign ran from June 11 to September 26, achieving 68.3 million total impressions. On YouTube, a 68% view rate outperformed the 65% KPI, with TV screens serving as the top impression driver (4.3M impressions).
- Traditional & Added Value: TV/Cable reached the A21–49 demo in all four Oklahoma DMAs, securing \$164,045 in bonus 1:1 spot. Out-of-Home (OOH) efforts added another \$64,335 in value.
- Social Sentiment (57% Positive/Neutral): This campaign exceeded the 51% favorability benchmark.
 - Positive: Users discussed the ease of using rideshare services like Uber and Lyft and the serious consequences of impaired driving.
 - Negative: Debates centered on the belief that marijuana does not impair driving or makes people "better" drivers.

Occupant Protection (Click It or Ticket)

- Performance: Focused on the annual May/June seatbelt mobilization, this campaign generated 11.4 million impressions. Social media reinforcement posts saw an extraordinary 43% engagement rate, exceeding the 7% benchmark by over 500%.
- Traditional & Added Value: Targeted radio flights in Lawton, Enid, and Ada reached young men in rural areas where non-use is more prevalent, securing \$6,354 in bonus spots. OOH added \$22,400 in value.
- Social Sentiment (39% Positive/Neutral): This campaign fell below the 51% benchmark, reflecting common resistance to enforcement messaging.
 - Positive: Supporters echoed the "buckle up" message as a vital safety habit.
 - Negative: Critics characterized seatbelt laws as revenue-generating "quotas" or an infringement on personal freedom.

Distracted Driving

- Performance: Between September 5 and 26, this campaign delivered 28.3 million impressions. YouTube engagement was high at 75.45%, and OTT (streaming) reached an average frequency of 7.71 per user.
- Social Sentiment (66% Positive/Neutral): This campaign resonated well, exceeding the 51% benchmark.
 - Positive: Many users viewed the ads as a "great reminder" to stay focused.
 - Negative: Some commenters pointed out perceived hypocrisy regarding the use of computers and laptops in police vehicles.

Pedestrian & Bicycle Safety

- Pedestrian Safety: Generated 11.9 million impressions with a high digital video view rate of 75%.
 - Social Sentiment (92% Positive/Neutral): The highest favorability of the year, with users emphasizing the need to "look out for each other".
- Bicycle Safety: Delivered 12.3 million impressions, with YouTube ads targeting Males 24–34 reaching a 71% engagement rate.
 - Social Sentiment (74% Positive/Neutral): Generally positive regarding the "3-foot rule," though negative themes included the belief that bicycles do not belong on public roads.
- Combined Reach: A unified radio buy for both programs generated 9.5 million impressions.

The FY2025 media strategy effectively utilized \$345,344 in total added value to maximize the impact of federal grant funds. By maintaining a positive-to-neutral sentiment across most platforms and exceeding engagement KPIs, the OHSO successfully influenced public conversation and prioritized safety behaviors across Oklahoma's high-risk demographics.

Social Media

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

OHSO Website

The OHSO maintains two websites which integrate seamlessly to promote traffic safety, Oklahoma Highway Safety and ENDUI websites. The main OHSO website at <https://oklahoma.gov/highwaysafety.html> was successfully redesigned FY2024 that

improved the end-user's experience by granting access to a variety of traffic safety related information, such as education materials, crash data/dashboard, surveys, etc. The ENDUI website at <https://enduiok.com> is an industry leading impaired driving website, providing up-to-date information on Oklahoma's efforts to End DUI, for good.

Equipment Purchased

The following equipment items were purchased using Federal funds and placed on inventory in FY2025, in accordance with applicable State and Federal regulations:

Agency – Project #	Equipment Description	Funding Source	Quantity
DPS M5HVE-25-03-26-19	Vehicle	Federal	1
OCSO CP-25-03-01-18	Vehicle	Federal	1
OCSO OP-25-03-15-18	Simulator	Federal	1



FY2025 Financial Information included on following pages:



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

State: Oklahoma

Federal Reimbursement Voucher

Page: 1

2025-FINAL

Report Date: 01/29/2026

Reimbursement Info: Total: \$.00

Posted: 01/29/2026

Claim Period: 10/01/2024 - 09/30/2025

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
IIJA NHTSA 402								
Planning and Administration								
	PA-2025-07-01-01	Planning and Administration	\$323,799.00	\$.00	\$771,081.66	\$323,799.00	\$323,799.00	\$.00
Planning and Administration Total			\$323,799.00	\$.00	\$771,081.66	\$323,799.00	\$323,799.00	\$.00
Impaired Driving								
	AL-2025-02-30-03	MOTHERS AGAISNT DRUNK DRIVERS	\$1,956.90	\$.00	\$1,956.90	\$1,956.90	\$1,956.90	\$.00
	AL-2025-03-01-11	Bethany Police Dept, City of	\$43,594.00	\$43,594.00	\$43,594.00	\$43,594.00	\$43,594.00	\$.00
	AL-2025-03-02-24	Bixby Police Dept, City of	\$66,107.99	\$66,107.95	\$66,107.99	\$66,107.99	\$66,107.99	\$.00
	AL-2025-03-03-01	Bristow Police Dept, City of	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
	AL-2025-03-04-16	Calera, Town of	\$5,770.83	\$5,770.83	\$5,770.83	\$5,770.83	\$5,770.83	\$.00
	AL-2025-03-05-02	Catoosa, City of	\$4,346.18	\$3,167.41	\$4,346.18	\$4,346.18	\$4,346.18	\$.00
	AL-2025-03-07-21	Enid, City of	\$100,198.77	\$100,198.77	\$100,198.77	\$100,198.77	\$100,198.77	\$.00
	AL-2025-03-08-02	Eufaula Police Dept, City of	\$12,181.66	\$12,181.66	\$12,181.66	\$12,181.66	\$12,181.66	\$.00
	AL-2025-03-09-03	Glenpool, City of	\$28,092.72	\$26,942.42	\$28,092.72	\$28,092.72	\$28,092.72	\$.00
	AL-2025-03-10-12	Idabel, City of	\$3,680.46	\$6,430.46	\$3,680.46	\$3,680.46	\$3,680.46	\$.00
	AL-2025-03-11-22	Lawton, City of	\$84,738.00	\$84,738.00	\$84,738.00	\$84,738.00	\$84,738.00	\$.00
	AL-2025-03-12-02	Muscogee (Creek) Nation	\$14,646.58	\$14,646.58	\$14,646.58	\$14,646.58	\$14,646.58	\$.00
	AL-2025-03-13-03	Newcastle, City of	\$22,791.47	\$22,791.47	\$22,791.47	\$22,791.47	\$22,791.47	\$.00
	AL-2025-03-14-01	Norman, City of	\$59,821.00	\$59,821.00	\$59,821.00	\$59,821.00	\$59,821.00	\$.00
	AL-2025-03-15-18	Oklahoma County	\$182,886.53	\$182,886.53	\$182,886.53	\$182,886.53	\$182,886.53	\$.00
	AL-2025-03-16-02	Poteau Police Dept, City of	\$7,855.86	\$7,855.86	\$7,855.86	\$7,855.86	\$7,855.86	\$.00
	AL-2025-03-17-15	Pottawatomie Sheriff's Office, County of	\$19,666.17	\$20,774.66	\$19,666.17	\$19,666.17	\$19,666.17	\$.00
	AL-2025-03-18-03	Purcell Police Department	\$19,293.74	\$19,293.74	\$19,293.74	\$19,293.74	\$19,293.74	\$.00
	AL-2025-03-19-07	Rogers County	\$96,792.79	\$96,792.80	\$96,792.79	\$96,792.79	\$96,792.79	\$.00
	AL-2025-03-20-13	Sapulpa Police Department	\$35,878.49	\$35,878.49	\$35,878.49	\$35,878.49	\$35,878.49	\$.00
	AL-2025-03-21-19	Shawnee, City of	\$42,746.21	\$43,320.00	\$42,746.21	\$42,746.21	\$42,746.21	\$.00
	AL-2025-03-22-02	Stillwater Police Department	\$21,138.00	\$21,138.00	\$21,138.00	\$21,138.00	\$21,138.00	\$.00
	AL-2025-03-23-18	Tulsa Police Dept, City of	\$111,993.14	\$111,993.14	\$111,993.14	\$111,993.14	\$111,993.14	\$.00
	AL-2025-03-24-03	Verdigris Police Department	\$19,026.91	\$19,026.91	\$19,026.91	\$19,026.91	\$19,026.91	\$.00
	AL-2025-03-25-03	Yukon, City of	\$21,917.28	\$21,917.28	\$21,917.28	\$21,917.28	\$21,917.28	\$.00
	AL-2025-03-26-19	Dept of Public Safety-00014	\$72,706.99	\$.00	\$72,706.99	\$72,706.99	\$72,706.99	\$.00
	AL-2025-03-27-19	Dept of Public Safety-00040	\$564,538.71	\$.00	\$564,538.71	\$564,538.71	\$564,538.71	\$.00

https://gts.nhtsa.gov/gts/reports/new_report1.asp?report=8&transid=114976&summary=no&numberpage=24

Community Traffic Safety Programs Total		\$260,622.40	\$260,622.40	\$260,622.40	\$260,622.40	\$260,622.40	\$.00
Driver Education							
DE-2025-02-01-11	Educational Alternatives	\$178,516.56	\$178,516.56	\$178,516.56	\$178,516.56	\$178,516.56	\$.00
DE-2025-02-02-18	Tulsa Sheriff's Office, County of	\$11,763.50	\$11,763.50	\$11,763.50	\$11,763.50	\$11,763.50	\$.00
DE-2025-07-03-01	Program Administration	\$41,388.12	\$.00	\$41,388.12	\$41,388.12	\$41,388.12	\$.00
Driver Education Total		\$231,668.18	\$190,280.06	\$231,668.18	\$231,668.18	\$231,668.18	\$.00
Speed Management							
SC-2025-03-01-01	Anadarko, City of	\$7,875.99	\$10,528.85	\$7,875.99	\$7,875.99	\$7,875.99	\$.00
SC-2025-03-02-07	Bryan County	\$24,213.14	\$24,213.14	\$24,213.14	\$24,213.14	\$24,213.14	\$.00
SC-2025-03-03-02	Cleveland, City of	\$13,092.08	\$13,092.08	\$13,092.08	\$13,092.08	\$13,092.08	\$.00
SC-2025-03-04-22	Durant, City of	\$6,162.04	\$6,162.04	\$6,162.04	\$6,162.04	\$6,162.04	\$.00
SC-2025-03-05-27	Edmond Police Department	\$25,976.38	\$27,369.19	\$25,976.38	\$25,976.38	\$25,976.38	\$.00
SC-2025-03-06-02	Guthrie, City of	\$32,978.86	\$32,978.86	\$32,978.86	\$32,978.86	\$32,978.86	\$.00
SC-2025-03-07-01	McLoud, Town of	\$2,997.92	\$2,997.79	\$2,997.92	\$2,997.92	\$2,997.92	\$.00
SC-2025-03-08-22	Midwest City, City of	\$41,887.68	\$41,887.68	\$41,887.68	\$41,887.68	\$41,887.68	\$.00
SC-2025-03-09-04	Moore Police Department	\$52,380.82	\$52,380.82	\$52,380.82	\$52,380.82	\$52,380.82	\$.00
SC-2025-03-10-01	Mustang Police Department	\$19,948.84	\$19,948.84	\$19,948.84	\$19,948.84	\$19,948.84	\$.00
SC-2025-03-11-02	Nowata County Sheriff's Department	\$2,868.07	\$2,868.07	\$2,868.07	\$2,868.07	\$2,868.07	\$.00
SC-2025-03-12-01	Pocola, Town of	\$18,337.05	\$18,337.05	\$18,337.05	\$18,337.05	\$18,337.05	\$.00
SC-2025-03-13-02	Pryor Police Dept	\$23,601.94	\$23,601.94	\$23,601.94	\$23,601.94	\$23,601.94	\$.00
SC-2025-03-14-02	Sand Springs Police Department	\$47,512.35	\$47,512.35	\$47,512.35	\$47,512.35	\$47,512.35	\$.00
SC-2025-03-15-02	Skiatook Police Department	\$15,911.58	\$15,911.58	\$15,911.58	\$15,911.58	\$15,911.58	\$.00
SC-2025-03-16-18	Tulsa Sheriff's Office, County of	\$139,784.14	\$139,784.14	\$139,784.14	\$139,784.14	\$139,784.14	\$.00
SC-2025-03-17-01	Vinita, City of	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
SC-2025-03-18-06	Wagoner County	\$9,055.42	\$9,055.42	\$9,055.42	\$9,055.42	\$9,055.42	\$.00
SC-2025-03-20-02	Poteau Police Dept, City of	\$5,390.00	\$5,390.00	\$5,390.00	\$5,390.00	\$5,390.00	\$.00
SC-2025-03-21-02	Eufaula Police Dept, City of	\$2,775.00	\$2,775.00	\$2,775.00	\$2,775.00	\$2,775.00	\$.00
SC-2025-03-22-03	Glenpool, City of	\$2,695.00	\$2,695.00	\$2,695.00	\$2,695.00	\$2,695.00	\$.00
SC-2025-03-23-12	Idabel, City of	\$2,750.00	\$2,750.00	\$2,750.00	\$2,750.00	\$2,750.00	\$.00
SC-2025-03-24-07	Osage County Sheriff's Office	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00	\$.00
SC-2025-03-25-03	Verdigris Police Department	\$5,500.00	\$11,000.00	\$5,500.00	\$5,500.00	\$5,500.00	\$.00
SC-2025-03-26-03	Yukon, City of	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00	\$.00
SC-2025-03-27-03	Tuttle, City of	\$2,695.00	\$2,695.00	\$2,695.00	\$2,695.00	\$2,695.00	\$.00
SC-2025-03-28-25	Broken Arrow, City of	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$.00
SC-2025-03-29-03	Atoka, City of	\$11,025.00	\$11,025.00	\$11,025.00	\$11,025.00	\$11,025.00	\$.00
SC-2025-07-19-01	Program Administration	\$188,466.12	\$.00	\$188,466.12	\$188,466.12	\$188,466.12	\$.00
Speed Management Total		\$721,880.42	\$542,959.84	\$721,880.42	\$721,880.42	\$721,880.42	\$.00
Roadway Safety							
RS-2025-02-01-21	Oklahoma Operation Lifesaver	\$120,949.61	\$.00	\$120,949.61	\$120,949.61	\$120,949.61	\$.00
RS-2025-06-02-01	Oklahoma State University	\$69,745.66	\$.00	\$69,745.66	\$69,745.66	\$69,745.66	\$.00
RS-2025-07-03-01	Program Administration	\$41,388.12	\$.00	\$41,388.12	\$41,388.12	\$41,388.12	\$.00
Roadway Safety Total		\$232,083.39	\$.00	\$232,083.39	\$232,083.39	\$232,083.39	\$.00
Distracted Driving							
DD-2025-03-01-03	Cleveland County	\$22,936.71	\$22,936.71	\$22,936.71	\$22,936.71	\$22,936.71	\$.00
DD-2025-03-02-16	McAlester, City of	\$59,050.34	\$59,050.34	\$59,050.34	\$59,050.34	\$59,050.34	\$.00

DD-2025-07-03-01	Program Administration	\$41,388.12	\$.00	\$41,388.12	\$41,388.12	\$41,388.12	\$.00
Distracted Driving Total		\$123,375.17	\$81,987.05	\$123,375.17	\$123,375.17	\$123,375.17	\$.00
<i>Paid Advertising</i>							
PM-2025-02-01-01	VI- Media / Marketing	\$113,148.26	\$.00	\$113,148.26	\$113,148.26	\$113,148.26	\$.00
PM-2025-02-02-01	OSU-Media/Marketing	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
PM-2025-02-03-01	OU-Media/ Marketing	\$24,000.00	\$.00	\$24,000.00	\$24,000.00	\$24,000.00	\$.00
PM-2025-02-05-01	OKC Baseball- Media/ Marketing	\$31,000.00	\$.00	\$31,000.00	\$31,000.00	\$31,000.00	\$.00
PM-2025-02-06-01	Tulsa Drillers- Media/ Marketing	\$13,000.00	\$.00	\$13,000.00	\$13,000.00	\$13,000.00	\$.00
PM-2025-02-26-01	OSU- Media	\$127,500.00	\$.00	\$127,500.00	\$127,500.00	\$127,500.00	\$.00
PM-2025-02-28-01	OU- Media	\$115,000.00	\$.00	\$115,000.00	\$115,000.00	\$115,000.00	\$.00
PM-2025-07-07-01	Program Administration	\$135,466.12	\$.00	\$135,466.12	\$135,466.12	\$135,466.12	\$.00
Paid Advertising Total		\$559,114.38	\$.00	\$559,114.38	\$559,114.38	\$559,114.38	\$.00
<i>Teen Safety Program</i>							
TSP-2025-02-01-11	DCCCA, Inc	\$58,709.85	\$58,709.85	\$58,709.85	\$58,709.85	\$58,709.85	\$.00
TSP-2025-02-02-04	TjohnE Productions Inc	\$49,500.00	\$.00	\$49,500.00	\$49,500.00	\$49,500.00	\$.00
TSP-2025-07-03-01	Program Administration	\$30,966.12	\$.00	\$30,966.12	\$30,966.12	\$30,966.12	\$.00
Teen Safety Program Total		\$139,175.97	\$58,709.85	\$139,175.97	\$139,175.97	\$139,175.97	\$.00
<i>Heatstroke/Unattended passenger education</i>							
UNATTD-2025-02-02-25	St. Francis	\$1,000.00	\$.00	\$1,000.00	\$1,000.00	\$1,000.00	\$.00
Heatstroke/Unattended passenger education Total		\$1,000.00	\$.00	\$1,000.00	\$1,000.00	\$1,000.00	\$.00
<i>NHTSA 402 Match</i>							
MATCH-2025-02-01-25	Broken Arrow, City of	\$.00	\$.00	\$19,041.34	\$.00	\$.00	\$.00
MATCH-2025-02-02-27	Edmond Police Department	\$.00	\$.00	\$18,240.37	\$.00	\$.00	\$.00
MATCH-2025-02-03-22	Lawton, City of	\$.00	\$.00	\$6,037.26	\$.00	\$.00	\$.00
MATCH-2025-02-04-02	MetroTech	\$.00	\$.00	\$72,078.42	\$.00	\$.00	\$.00
MATCH-2025-02-05-04	Moore Norman Technology Center	\$.00	\$.00	\$64,702.50	\$.00	\$.00	\$.00
MATCH-2025-02-06-02	Oklahoma City Police Department	\$.00	\$.00	\$199,156.47	\$.00	\$.00	\$.00
MATCH-2025-02-07-27	Safe Kids Oklahoma Inc	\$.00	\$.00	\$69,148.53	\$.00	\$.00	\$.00
MATCH-2025-02-08-13	Southern Oklahoma Technology Center	\$.00	\$.00	\$21,980.89	\$.00	\$.00	\$.00
MATCH-2025-02-09-18	Tulsa Police Dept, City of	\$.00	\$.00	\$22,554.83	\$.00	\$.00	\$.00
MATCH-2025-02-11-11	Southwest Technology Center	\$.00	\$.00	\$18,420.25	\$.00	\$.00	\$.00
MATCH-2025-03-09-04	Moore Police Department	\$.00	\$.00	\$1,511.65	\$.00	\$.00	\$.00
MATCH-2025-03-14-01	Norman, City of	\$.00	\$.00	\$10,526.20	\$.00	\$.00	\$.00
MATCH-2025-03-27-19	DPS (State Match)	\$.00	\$.00	\$5,584,015.66	\$.00	\$.00	\$.00
NHTSA 402 Match Total		\$.00	\$.00	\$6,107,414.37	\$.00	\$.00	\$.00
<i>Uncommitted</i>							
X-2025-00-00-00	PLAN	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
X-2025-02-00-00	PLAN/ UNCOMMITTED	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
IIJA NHTSA 402 Total		\$6,725,616.88	\$2,903,340.01	\$13,280,313.91	\$6,725,616.88	\$6,725,616.88	\$.00
<i>IIJA 405b OP Low</i>							
<i>405b Low HVE</i>							
M2HVE-2025-03-01-19	Oklahoma Dept of Public Safety	\$85,711.09	\$.00	\$85,711.09	\$85,711.09	\$85,711.09	\$.00
405b Low HVE Total		\$85,711.09	\$.00	\$85,711.09	\$85,711.09	\$85,711.09	\$.00
<i>405b Low Training</i>							

M2TR-2025-02-01-27	Safe Kids Oklahoma Inc	\$56,251.27	\$.00	\$56,251.27	\$56,251.27	\$56,251.27	\$.00
M2TR-2025-02-02-25	St. Francis Hospital Inc	\$26,515.92	\$.00	\$26,515.92	\$26,515.92	\$26,515.92	\$.00
405b Low Training Total		\$82,767.19	\$.00	\$82,767.19	\$82,767.19	\$82,767.19	\$.00
405b Low Public Education							
M2PE-2025-02-01-01	VI- Media / Marketing	\$130,683.03	\$.00	\$130,683.03	\$130,683.03	\$130,683.03	\$.00
405b Low Public Education Total		\$130,683.03	\$.00	\$130,683.03	\$130,683.03	\$130,683.03	\$.00
405b Low Community CPS Services							
M2CPS-2025-02-01-27	Safe Kids Oklahoma Inc	\$149,974.63	\$.00	\$149,974.63	\$149,974.63	\$149,974.63	\$.00
M2CPS-2025-02-02-25	St. Francis Hospital Inc	\$124,391.49	\$.00	\$124,391.49	\$124,391.49	\$124,391.49	\$.00
405b Low Community CPS Services Total		\$274,366.12	\$.00	\$274,366.12	\$274,366.12	\$274,366.12	\$.00
405b Low OP Information System							
M2OP-2025-06-01-05	University of Central Oklahoma	\$93,630.25	\$.00	\$93,630.25	\$93,630.25	\$93,630.25	\$.00
405b Low OP Information System Total		\$93,630.25	\$.00	\$93,630.25	\$93,630.25	\$93,630.25	\$.00
405b OP Low Uncommitted							
M2X-2025-02-00-00	PLAN	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405b OP Low Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405b Low Match							
M2MATCH-2025-01-01-27	Safe Kids Oklahoma Inc-00104	\$.00	\$.00	\$37,397.64	\$.00	\$.00	\$.00
M2MATCH-2025-02-01-27	Safe Kids Oklahoma Inc-00104	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405b Low Match Total		\$.00	\$.00	\$37,397.64	\$.00	\$.00	\$.00
405b Low Underserved CPS Programs							
B2CPS_US-2025-02-01-27	Safe Kids Oklahoma Inc	\$44,450.31	\$.00	\$44,450.31	\$44,450.31	\$44,450.31	\$.00
B2CPS_US-2025-02-02-00	St. Francis Hospital Inc	\$49,761.50	\$.00	\$49,761.50	\$49,761.50	\$49,761.50	\$.00
B2CPS_US-2025-02-02-25	St. Francis Hospital Inc	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405b Low Underserved CPS Programs Total		\$94,211.81	\$.00	\$94,211.81	\$94,211.81	\$94,211.81	\$.00
IIJA 405b OP Low Total		\$761,369.49	\$.00	\$798,767.13	\$761,369.49	\$761,369.49	\$.00
IIJA 405c Data Program							
405c Data Program							
M3DA-2025-05-01-01	OMES-OU PARIS UPGRADE	\$19,152.50	\$.00	\$19,152.50	\$19,152.50	\$19,152.50	\$.00
M3DA-2025-05-02-02	CPI-eCITATION-OCERS INTEGRATION	\$227,500.00	\$.00	\$227,500.00	\$227,500.00	\$227,500.00	\$.00
M3DA-2025-05-03-01	OCERS Enhancement	\$78,000.00	\$.00	\$78,000.00	\$78,000.00	\$78,000.00	\$.00
M3DA-2025-05-03-02	CPI-MSG-MISC POST PRODUCTION OK-2023-006	\$24,000.00	\$.00	\$24,000.00	\$24,000.00	\$24,000.00	\$.00
M3DA-2025-05-04-02	SMARTSAFETY ESD MAINTENANCE/ DPS-THU-000	\$25,000.00	\$.00	\$25,000.00	\$25,000.00	\$25,000.00	\$.00
M3DA-2025-05-07-01	Carahsoft- Crash Record Import to OCERS	\$75,500.00	\$.00	\$75,500.00	\$75,500.00	\$75,500.00	\$.00
M3DA-2025-05-09-01	PHASE 2 RESEARCH	\$37,500.00	\$.00	\$40,000.00	\$37,500.00	\$37,500.00	\$.00
M3DA-2025-07-01-01	Program Administration	\$248,466.12	\$.00	\$248,466.12	\$248,466.12	\$248,466.12	\$.00
405c Data Program Total		\$735,118.62	\$.00	\$737,618.62	\$735,118.62	\$735,118.62	\$.00
405c Data Uncommitted							
M3X-2025-00-00-00	FARS: Planning	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
M3X-2025-02-00-00	PLAN	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405c Data Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405c Data Sharing and Analysis							
B3DSA-2025-05-08-01	Carahsoft Tech Corp.	\$75,500.00	\$.00	\$75,500.00	\$75,500.00	\$75,500.00	\$.00

405c Data Sharing and Analysis Total			\$75,500.00	\$.00	\$75,500.00	\$75,500.00	\$75,500.00	\$.00
IIJA 405c Data Program Total			\$810,618.62	\$.00	\$813,118.62	\$810,618.62	\$810,618.62	\$.00
IIJA 405d Impaired Driving Mid 405d Mid HVE								
M5HVE-2025-03-01-19	Dept of Public Safety-00014		\$623,465.07	\$.00	\$623,465.07	\$623,465.07	\$623,465.07	\$.00
405d Mid HVE Total			\$623,465.07	\$.00	\$623,465.07	\$623,465.07	\$623,465.07	\$.00
405d Mid Training								
M5TR-2025-02-01-03	Dept of Public Safety-00116		\$59,209.67	\$.00	\$59,209.67	\$59,209.67	\$59,209.67	\$.00
405d Mid Training Total			\$59,209.67	\$.00	\$59,209.67	\$59,209.67	\$59,209.67	\$.00
405d Impaired Driving Mid Uncommitted								
M5X-2025-00-00-00	PLAN		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
M5X-2025-02-00-00	PLAN		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405d Impaired Driving Mid Uncommitted Total			\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405d Mid Court Support								
B5CS-2025-02-01-03	Mothers Against Drunk Driving		\$53,395.08	\$.00	\$53,395.08	\$53,395.08	\$53,395.08	\$.00
B5CS-2025-02-02-03	Dept of Public Safety-00117		\$21,160.11	\$.00	\$21,160.11	\$21,160.11	\$21,160.11	\$.00
405d Mid Court Support Total			\$74,555.19	\$.00	\$74,555.19	\$74,555.19	\$74,555.19	\$.00
405d Mid BAC Testing/Reporting								
B5BAC-2025-03-01-21	Oklahoma City Police Department		\$303,551.49	\$.00	\$303,551.49	\$303,551.49	\$303,551.49	\$.00
405d Mid BAC Testing/Reporting Total			\$303,551.49	\$.00	\$303,551.49	\$303,551.49	\$303,551.49	\$.00
405d Mid Media/ID training/Enf Related exp.								
B5PEM-2025-02-01-01	VI- Media / Marketing		\$727,618.10	\$.00	\$727,618.10	\$727,618.10	\$727,618.10	\$.00
B5PEM-2025-02-02-01	Alliance Marketing		\$290,000.00	\$.00	\$290,000.00	\$290,000.00	\$290,000.00	\$.00
B5PEM-2025-02-03-01	OKC Baseball- Media/ Marketing		\$79,000.00	\$.00	\$79,000.00	\$79,000.00	\$79,000.00	\$.00
B5PEM-2025-02-04-01	Tulsa Drillers- Media/ Marketing		\$48,950.00	\$.00	\$48,950.00	\$48,950.00	\$48,950.00	\$.00
B5PEM-2025-02-11-01	Sports Marketing - DBH - OKC Baseball		\$110,000.00	\$.00	\$110,000.00	\$110,000.00	\$110,000.00	\$.00
405d Mid Media/ID training/Enf Related exp. Total			\$1,255,568.10	\$.00	\$1,255,568.10	\$1,255,568.10	\$1,255,568.10	\$.00
405d Mid Testing and implementing technology for ID programs								
B5TST-2025-05-01-02	Board of Tests for Alcohol		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
B5TST-2025-05-02-17	Oklahoma State Bureau of Investigation		\$241,447.28	\$.00	\$241,447.28	\$241,447.28	\$241,447.28	\$.00
405d Mid Testing and implementing technology for ID programs Total			\$241,447.28	\$.00	\$241,447.28	\$241,447.28	\$241,447.28	\$.00
IIJA 405d Impaired Driving Mid Total			\$2,557,796.80	\$.00	\$2,557,796.80	\$2,557,796.80	\$2,557,796.80	\$.00
IIJA 405f Motorcycle Programs (lowest 25%)								
405f Motorcycle (lowest 25%) Uncommitted								
M9X-2025-00-00-00	PLAN		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405f Motorcycle (lowest 25%) Uncommitted Total			\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
IIJA 405f Motorcycle Programs (lowest 25%) Total			\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
IIJA 405f Motorcycle Programs								

405f Motorcyclist Training

M11MT-2025-02-01-14	Great Plains Technology Center	\$16,575.07	\$16,575.07	\$16,575.07	\$16,575.07	\$16,575.07	\$.00
M11MT-2025-02-02-11	Southwest Technology Center	\$16,396.63	\$16,396.63	\$16,396.63	\$16,396.63	\$16,396.63	\$.00
M11MT-2025-02-03-09	Westen Technology Center	\$28,053.79	\$28,053.79	\$28,053.79	\$28,053.79	\$28,053.79	\$.00

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Total

IIJA 405h Nonmotorized Safety

405h Public Education

FHPE-2025-02-01-01	VI- Media/ Marketing	\$394,439.29	\$.00	\$394,439.29	\$394,439.29	\$394,439.29	\$.00
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405h Public Education Total	\$394,439.29	\$.00	\$394,439.29	\$394,439.29	\$394,439.29	\$.00
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IIJA 405h Nonmotorized Safety	\$394,439.29	\$.00	\$394,439.29	\$394,439.29	\$394,439.29	\$.00
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Total

SUPPLEMENTAL IJJA NHTSA 402

Uncommitted

X-2025-02-00-00	PLAN/ UNCOMMITTED	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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Uncommitted Total	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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SUPPLEMENT IIIA NHTSA 402	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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Total

SUPPLEMENTAL IIA 405b OP Low

405b OP Low Uncommitted

M2X-2025-02-00-00	PLAN/ UNCOMMITTED	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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405b OP Low Uncommitted Total	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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SUPPLEMENTAL IIJA 405b OP	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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Low Total

SUPPLEMENTAL IIJA 405c Data Program

405c Data Uncommitted

M3X-2025-02-00-00	PLAN/ UNCOMMITTED	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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405c Data Uncommitted Total	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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SUPPLEMENTAL IIIA 405c Data	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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Program Total

SUPPLEMENTAL IIA 405d Impaired Driving Mid

405d Impaired Driving Mid Uncommitted

M5X-2025-02-00-00	PLAN/ UNCOMMITTED	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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405d Impaired Driving Mid	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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Uncommitted Total

SUPPLEMENTAL IIIA 405d	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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Impaired Driving Mid Total

SUPPLEMENTAL IJJA 405f Motorcycle Programs

405f Motorcycle Uncommitted

M11X-2025-02-00-00	PLAN/ UNCOMMITTED	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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405f Motorcycle Uncommitted	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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Total

SUPPLEMENTAL IIIA 405f	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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Motorcycle Programs Total

SUPPLEMENTAL IIJA 405h Nonmotorized Safety

405h Public Education

FHPE-2025-02-01-01	VI- Media / Marketing	\$25,323.09	\$.00	\$25,323.09	\$25,323.09	\$25,323.09	\$.00
405h Public Education Total		\$25,323.09	\$.00	\$25,323.09	\$25,323.09	\$25,323.09	\$.00
SUPPLEMENTAL IIJA 405h Nonmotorized Safety Total		\$25,323.09	\$.00	\$25,323.09	\$25,323.09	\$25,323.09	\$.00
IIJA 405e Distracted Driving Awareness 24-26							
405e Public Education							
B8APE-2025-02-01-01	VI- Media/ Marketing	\$329,267.41	\$.00	\$329,267.41	\$329,267.41	\$329,267.41	\$.00
405e Public Education Total		\$329,267.41	\$.00	\$329,267.41	\$329,267.41	\$329,267.41	\$.00
405e Distracted Driving Uncommitted							
B8AX-2025-00-00-00	PLAN	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405e Distracted Driving Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
IIJA 405e Distracted Driving Awareness 24-26 Total		\$329,267.41	\$.00	\$329,267.41	\$329,267.41	\$329,267.41	\$.00
IIJA 405g Nonmotorized Safety 24-26							
405g Public Education							
BGPE-2025-02-01-04	Association of Central Oklahoma Governme	\$200,137.77	\$200,137.77	\$200,137.77	\$200,137.77	\$200,137.77	\$.00
BGPE-2025-02-02-11	Indian Nations Council of Governments	\$51,824.72	\$51,824.72	\$51,824.72	\$51,824.72	\$51,824.72	\$.00
BGPE-2025-02-03-27	Safe Kids Oklahoma Inc-00103	\$58,380.41	\$.00	\$58,380.41	\$58,380.41	\$58,380.41	\$.00
BGPE-2025-02-04-27	Safe Kids Oklahoma Inc-00105	\$12,874.09	\$.00	\$12,874.09	\$12,874.09	\$12,874.09	\$.00
BGPE-2025-02-05-01	VI- Media / Marketing	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405g Public Education Total		\$323,216.99	\$251,962.49	\$323,216.99	\$323,216.99	\$323,216.99	\$.00
405g Nonmotorized Safety Uncommitted							
BGX-2025-02-00-00	PLAN	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405g Nonmotorized Safety Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
IIJA 405g Nonmotorized Safety 24-26 Total		\$323,216.99	\$251,962.49	\$323,216.99	\$323,216.99	\$323,216.99	\$.00
SUPPLEMENTAL IIJA 405e Distracted Driving Awareness 24-26							
405e Distracted Driving Uncommitted							
B8AX-2025-00-00-00	PLAN/ UNCOMMITTED	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405e Distracted Driving Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
SUPPLEMENTAL IIJA 405e Distracted Driving Awareness 24-26 Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
SUPPLEMENTAL IIJA 405g Nonmotorized Safety 24-26							
405g Nonmotorized Safety Uncommitted							
BGX-2025-00-00-00	PLAN	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
BGX-2025-02-00-00	PLAN/ UNCOMMITTED	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405g Nonmotorized Safety Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
SUPPLEMENTAL IIJA 405g Nonmotorized Safety 24-26 Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
NHTSA Total		\$11,988,674.06	\$3,216,327.99	\$18,583,268.73	\$11,988,674.06	\$11,988,674.06	\$.00
Total		\$11,988,674.06	\$3,216,327.99	\$18,583,268.73	\$11,988,674.06	\$11,988,674.06	\$.00

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

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

State Official:

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

State: Oklahoma

Obligations vs Expenditures

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Latest posted documents

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HCS-87 VOU-77

Program Area	Project	Original Approved HSP	Percent of Agency Planned	Sum of Obligations	Percent of Agency Obligated	Percent Prior FY Funds	Sum of Expenditures	Percent Agency Expended	Unexpended Balance	Est. Months to Liquidate	Unobligated Balance
NHTSA											
IIJA NHTSA 402											
Planning and Administration											
	PA-2025-07-01-01	\$323,799.00	2%	\$323,799.00	2%		\$323,799.00	3%	\$.00	0	
	Planning and Administration Total	\$323,799.00	2%	\$323,799.00	2%		\$323,799.00	3%	\$.00	0	
Impaired Driving											
	AL-2025-03-14-01	\$59,821.00	0%	\$59,821.00	0%		\$59,821.00	1%	\$.00	0	
	AL-2025-03-15-18	\$182,470.00	1%	\$224,646.63	1%		\$182,886.53	2%	\$41,760.10	*	
	AL-2025-03-16-02	\$11,692.00	0%	\$12,594.91	0%		\$7,855.86	0%	\$4,739.05	*	
	AL-2025-03-02-24	\$89,020.00	1%	\$89,020.00	0%		\$66,107.99	1%	\$22,912.01	*	
	AL-2025-03-03-01	\$14,000.00	0%	\$14,000.00	0%		\$.00	0%	\$14,000.00	*	
	AL-2025-03-04-16	\$23,692.00	0%	\$23,692.00	0%		\$5,770.83	0%	\$17,921.17	*	
	AL-2025-03-05-02	\$26,500.00	0%	\$14,493.69	0%		\$4,346.18	0%	\$10,147.51	*	
	AL-2025-03-11-22	\$84,738.00	1%	\$84,738.00	0%		\$84,738.00	1%	\$.00	0	
	AL-2025-03-12-02	\$35,000.00	0%	\$35,000.00	0%		\$14,646.58	0%	\$20,353.42	*	
	AL-2025-03-13-03	\$26,896.00	0%	\$26,896.00	0%		\$22,791.47	0%	\$4,104.53	*	
	AL-2025-03-07-21	\$102,067.00	1%	\$102,067.00	0%		\$100,198.77	1%	\$1,868.23	*	
	AL-2025-03-08-02	\$17,260.00	0%	\$17,260.00	0%		\$12,181.66	0%	\$5,078.34	*	
	AL-2025-03-09-03	\$29,101.00	0%	\$29,101.00	0%		\$28,092.72	0%	\$1,008.28	*	
	AL-2025-03-10-12	\$20,370.00	0%	\$20,370.00	0%		\$3,680.46	0%	\$16,689.54	*	
	AL-2025-03-22-02	\$21,500.00	0%	\$21,500.00	0%		\$21,138.00	0%	\$362.00	*	
	AL-2025-03-17-15	\$38,525.00	0%	\$38,525.00	0%		\$19,666.17	0%	\$18,858.83	*	
	AL-2025-03-18-03	\$20,000.00	0%	\$20,000.00	0%		\$19,293.74	0%	\$706.26	*	
	AL-2025-03-19-07	\$146,390.00	1%	\$146,390.00	1%		\$96,792.79	1%	\$49,597.21	*	
	AL-2025-03-20-13	\$37,256.00	0%	\$37,209.00	0%		\$35,878.49	0%	\$1,330.51	*	
	AL-2025-03-21-19	\$43,320.00	0%	\$46,620.00	0%		\$42,746.21	0%	\$3,873.79	*	
	AL-2025-03-01-11	\$43,594.00	0%	\$43,594.00	0%		\$43,594.00	0%	\$.00	0	
	AL-2025-02-30-03	\$.00	0%	\$2,750.00	0%		\$1,956.90	0%	\$793.10	*	
	AL-2025-03-26-19	\$77,286.00	1%	\$77,286.00	0%		\$72,706.99	1%	\$4,579.01	*	
	AL-2025-07-28-01	\$123,027.00	1%	\$143,493.12	1%		\$143,493.12	1%	\$.00	0	
	AL-2025-03-29-21	\$192,680.54	1%	\$152,952.42	1%		\$130,184.95	1%	\$22,767.47	*	
	AL-2025-03-27-19	\$1,040,904.00	7%	\$1,040,904.00	5%		\$564,538.71	5%	\$476,365.29	*	
	AL-2025-03-25-03	\$23,800.00	0%	\$23,800.00	0%		\$21,917.28	0%	\$1,882.72	*	
	AL-2025-03-24-03	\$21,377.00	0%	\$21,377.00	0%		\$19,026.91	0%	\$2,350.09	*	

AL-2025-03-23-18	\$112,000.00	1%	\$112,000.00	1%	\$111,993.14	1%	\$6.86	*
Impaired Driving Total	\$2,664,286.54	19%	\$2,682,100.77	13%	\$1,938,045.45	16%	\$744,055.32	5
Motorcycle Safety								
MC-2025-07-01-01	\$95,000.00	1%	\$115,466.12	1%	\$115,466.12	1%	\$.00	0
Motorcycle Safety Total	\$95,000.00	1%	\$115,466.12	1%	\$115,466.12	1%	\$.00	0
Safety Belts								
OP-2025-03-15-18	\$44,100.00	0%	\$44,100.00	0%	\$43,856.53	0%	\$243.47	*
OP-2025-02-13-25	\$8,100.00	0%	\$8,100.00	0%	\$6,366.15	0%	\$1,733.85	*
OP-2025-03-01-03	\$31,028.00	0%	\$32,066.26	0%	\$32,066.26	0%	\$.00	0
OP-2025-07-14-01	\$120,500.00	1%	\$140,966.12	1%	\$140,966.12	1%	\$.00	0
OP-2025-03-29-19	\$.00	0%	\$27,034.18	0%	\$.00	0%	\$27,034.18	*
OP-2025-03-12-19	\$842,009.00	6%	\$814,974.82	4%	\$524,955.76	4%	\$290,019.06	*
OP-2025-03-10-03	\$18,516.00	0%	\$18,516.00	0%	\$7,713.12	0%	\$10,802.88	*
OP-2025-03-09-20	\$94,181.00	1%	\$174,161.79	1%	\$89,855.92	1%	\$84,305.87	*
OP-2025-03-06-05	\$24,107.00	0%	\$24,107.00	0%	\$15,877.52	0%	\$8,229.48	*
OP-2025-03-05-01	\$10,000.00	0%	\$10,000.00	0%	\$6,203.84	0%	\$3,796.16	*
OP-2025-03-04-05	\$13,141.00	0%	\$13,141.00	0%	\$12,238.74	0%	\$902.26	*
OP-2025-03-03-06	\$47,852.00	0%	\$47,852.00	0%	\$42,170.93	0%	\$5,681.07	*
OP-2025-03-02-25	\$76,992.00	1%	\$76,992.00	0%	\$65,140.54	1%	\$11,851.46	*
OP-2025-03-07-21	\$95,801.23	1%	\$95,801.23	0%	\$93,818.12	1%	\$1,983.11	*
OP-2025-03-08-07	\$63,457.00	0%	\$63,457.00	0%	\$16,351.24	0%	\$47,105.76	*
Safety Belts Total	\$1,489,784.23	11%	\$1,591,269.40	8%	\$1,097,580.79	9%	\$493,688.61	5
Pedestrian/Bicycle Safety								
PS-2025-03-01-03	\$10,000.00	0%	\$10,000.00	0%	\$3,030.87	0%	\$6,969.13	*
PS-2025-02-04-04	\$12,500.00	0%	\$12,500.00	0%	\$8,677.20	0%	\$3,822.80	*
PS-2025-03-03-21	\$52,105.36	0%	\$90,865.36	0%	\$82,779.94	1%	\$8,085.42	*
PS-2025-07-02-01	\$52,000.00	0%	\$72,466.12	0%	\$72,466.12	1%	\$.00	0
PS-2025-02-05-11	\$119,000.00	1%	\$119,000.00	1%	\$116,793.22	1%	\$2,206.78	*
PS-2025-02-06-27	\$2,200.00	0%	\$2,200.00	0%	\$2,200.00	0%	\$.00	0
Pedestrian/Bicycle Safety Total	\$247,805.36	2%	\$307,031.48	1%	\$285,947.35	2%	\$21,084.13	1
Traffic Enforcement Services								
PT-2025-03-01-19	\$174,900.00	1%	\$174,900.00	1%	\$152,177.44	1%	\$22,722.56	*
PT-2025-02-02-01	\$.00	0%	\$200,000.00	1%	\$200,000.00	2%	\$.00	0
Traffic Enforcement Services Total	\$174,900.00	1%	\$374,900.00	2%	\$352,177.44	3%	\$22,722.56	1
Traffic Records								
TR-2025-07-01-01	\$10,500.00	0%	\$30,966.12	0%	\$30,966.12	0%	\$.00	0
Traffic Records Total	\$10,500.00	0%	\$30,966.12	0%	\$30,966.12	0%	\$.00	0
Crash Investigation								
AI-2025-02-01-19	\$302,500.00	2%	\$302,500.00	1%	\$282,787.58	2%	\$19,712.42	*
AI-2025-07-02-01	\$9,461.00	0%	\$29,927.12	0%	\$29,927.12	0%	\$.00	0
Crash Investigation Total	\$311,961.00	2%	\$332,427.12	2%	\$312,714.70	3%	\$19,712.42	1
Community Traffic Safety Programs								
CP-2025-03-01-18	\$279,132.05	2%	\$279,132.05	1%	\$260,622.40	2%	\$18,509.65	*
Community Traffic Safety Programs Total	\$279,132.05	2%	\$279,132.05	1%	\$260,622.40	2%	\$18,509.65	1

Driver Education

DE-2025-02-01-11	\$186,739.00	1%	\$186,739.00	1%	\$178,516.56	1%	\$8,222.44	*
DE-2025-02-02-18	\$18,418.00	0%	\$18,418.00	0%	\$11,763.50	0%	\$6,654.50	*
DE-2025-07-03-01	\$20,922.00	0%	\$41,388.12	0%	\$41,388.12	0%	\$.00	0
Driver Education Total	\$226,079.00	2%	\$246,545.12	1%	\$231,668.18	2%	\$14,876.94	1

Speed Management

SC-2025-03-04-22	\$11,500.00	0%	\$11,500.00	0%	\$6,162.04	0%	\$5,337.96	*
SC-2025-03-05-27	\$65,050.00	0%	\$25,976.38	0%	\$25,976.38	0%	\$.00	0
SC-2025-03-06-02	\$33,341.00	0%	\$33,341.00	0%	\$32,978.86	0%	\$362.14	*
SC-2025-03-07-01	\$10,000.00	0%	\$10,000.00	0%	\$2,997.92	0%	\$7,002.08	*
SC-2025-03-01-01	\$20,466.00	0%	\$20,466.00	0%	\$7,875.99	0%	\$12,590.01	*
SC-2025-03-02-07	\$27,000.00	0%	\$27,000.00	0%	\$24,213.14	0%	\$2,786.86	*
SC-2025-03-03-02	\$16,435.00	0%	\$16,435.00	0%	\$13,092.08	0%	\$3,342.92	*
SC-2025-03-21-02	\$2,775.00	0%	\$2,775.00	0%	\$2,775.00	0%	\$.00	0
SC-2025-03-22-03	\$2,695.00	0%	\$2,695.00	0%	\$2,695.00	0%	\$.00	0
SC-2025-03-08-22	\$46,331.00	0%	\$46,331.00	0%	\$41,887.68	0%	\$4,443.32	*
SC-2025-03-09-04	\$53,000.00	0%	\$53,000.00	0%	\$52,380.82	0%	\$619.18	*
SC-2025-03-10-01	\$21,681.00	0%	\$21,681.00	0%	\$19,948.84	0%	\$1,732.16	*
SC-2025-03-11-02	\$25,500.00	0%	\$25,500.00	0%	\$2,868.07	0%	\$22,631.93	*
SC-2025-03-12-01	\$24,695.00	0%	\$24,695.00	0%	\$18,337.05	0%	\$6,357.95	*
SC-2025-03-13-02	\$37,668.00	0%	\$37,668.00	0%	\$23,601.94	0%	\$14,066.06	*
SC-2025-03-14-02	\$53,294.00	0%	\$53,294.00	0%	\$47,512.35	0%	\$5,781.65	*
SC-2025-03-15-02	\$17,000.00	0%	\$17,000.00	0%	\$15,911.58	0%	\$1,088.42	*
SC-2025-03-16-18	\$141,023.00	1%	\$141,023.00	1%	\$139,784.14	1%	\$1,238.86	*
SC-2025-03-17-01	\$12,000.00	0%	\$12,000.00	0%	\$.00	0%	\$12,000.00	*
SC-2025-03-18-06	\$22,000.00	0%	\$22,000.00	0%	\$9,055.42	0%	\$12,944.58	*
SC-2025-03-20-02	\$5,390.00	0%	\$5,500.00	0%	\$5,390.00	0%	\$110.00	*
SC-2025-03-26-03	\$5,500.00	0%	\$5,500.00	0%	\$5,500.00	0%	\$.00	0
SC-2025-03-27-03	\$2,695.00	0%	\$2,695.00	0%	\$2,695.00	0%	\$.00	0
SC-2025-03-28-25	\$5,000.00	0%	\$5,000.00	0%	\$5,000.00	0%	\$.00	0
SC-2025-03-23-12	\$2,750.00	0%	\$2,750.00	0%	\$2,750.00	0%	\$.00	0
SC-2025-03-24-07	\$5,500.00	0%	\$5,500.00	0%	\$5,500.00	0%	\$.00	0
SC-2025-03-25-03	\$5,500.00	0%	\$6,000.00	0%	\$5,500.00	0%	\$500.00	*
SC-2025-03-29-03	\$11,025.00	0%	\$11,025.00	0%	\$11,025.00	0%	\$.00	0
SC-2025-07-19-01	\$168,000.00	1%	\$188,466.12	1%	\$188,466.12	2%	\$.00	0
Speed Management Total	\$854,814.00	6%	\$836,816.50	4%	\$721,880.42	6%	\$114,936.08	2

Roadway Safety

RS-2025-02-01-21	\$132,250.00	1%	\$132,250.00	1%	\$120,949.61	1%	\$11,300.39	*
RS-2025-06-02-01	\$98,595.00	1%	\$98,595.00	0%	\$69,745.66	1%	\$28,849.34	*
RS-2025-07-03-01	\$20,922.00	0%	\$41,388.12	0%	\$41,388.12	0%	\$.00	0
Roadway Safety Total	\$251,767.00	2%	\$272,233.12	1%	\$232,083.39	2%	\$40,149.73	2

Distracted Driving

DD-2025-03-01-03	\$43,000.00	0%	\$43,000.00	0%	\$22,936.71	0%	\$20,063.29	*
DD-2025-03-02-16	\$59,232.00	0%	\$59,232.00	0%	\$59,050.34	0%	\$181.66	*
DD-2025-07-03-01	\$20,922.00	0%	\$41,388.12	0%	\$41,388.12	0%	\$.00	0
Distracted Driving Total	\$123,154.00	1%	\$143,620.12	1%	\$123,375.17	1%	\$20,244.95	2

Paid Advertising

PM-2025-02-26-01	\$.00	0%	\$127,500.00	1%	\$127,500.00	1%	\$.00	0
PM-2025-02-28-01	\$.00	0%	\$115,000.00	1%	\$115,000.00	1%	\$.00	0
PM-2025-07-07-01	\$115,000.00	1%	\$135,466.12	1%	\$135,466.12	1%	\$.00	0
PM-2025-02-06-01	\$13,000.00	0%	\$13,000.00	0%	\$13,000.00	0%	\$.00	0
PM-2025-02-01-01	\$338,800.00	2%	\$138,800.00	1%	\$113,148.26	1%	\$25,651.74	*
PM-2025-02-02-01	\$127,500.00	1%	\$79,000.00	0%	\$.00	0%	\$79,000.00	*
PM-2025-02-03-01	\$115,000.00	1%	\$115,000.00	1%	\$24,000.00	0%	\$91,000.00	*
PM-2025-02-05-01	\$31,000.00	0%	\$31,000.00	0%	\$31,000.00	0%	\$.00	0
Paid Advertising Total	\$740,300.00	5%	\$754,766.12	4%	\$559,114.38	5%	\$195,651.74	4

Teen Safety Program

TSP-2025-02-01-11	\$192,831.69	1%	\$192,831.69	1%	\$58,709.85	0%	\$134,121.84	*
TSP-2025-02-02-04	\$49,500.00	0%	\$49,500.00	0%	\$49,500.00	0%	\$.00	0
TSP-2025-07-03-01	\$10,500.00	0%	\$30,966.12	0%	\$30,966.12	0%	\$.00	0
Teen Safety Program Total	\$252,831.69	2%	\$273,297.81	1%	\$139,175.97	1%	\$134,121.84	12

Heatstroke/Unattended passenger education

UNATTD-2025-02-02-25	\$1,000.00	0%	\$1,000.00	0%	\$1,000.00	0%	\$.00	0
Heatstroke/Unattended passenger education Total	\$1,000.00	0%	\$1,000.00	0%	\$1,000.00	0%	\$.00	0

Uncommitted

X-2025-00-00-00	\$10,000.00	0%	\$14,544.16	0%		\$.00	0%	\$14,544.16	*
X-2025-02-00-00	\$.00	0%	\$915,399.77	4%		\$.00	0%	\$915,399.77	*
Uncommitted Total	\$10,000.00	0%	\$929,943.93	4%		\$.00	0%	\$929,943.93	*
IIJA NHTSA 402 Total	\$8,057,113.87	57%	\$9,495,314.78	45%	41%	\$6,725,616.88	56%	\$2,769,697.90	5

IIJA 405b OP Low***405b Low HVE***

M2HVE-2025-03-01-19	\$88,000.00	1%	\$88,000.00	0%	\$85,711.09	1%	\$2,288.91	*
405b Low HVE Total	\$88,000.00	1%	\$88,000.00	0%	\$85,711.09	1%	\$2,288.91	*

405b Low Training

M2TR-2025-02-01-27	\$67,192.40	0%	\$67,192.40	0%	\$56,251.27	0%	\$10,941.13	*
M2TR-2025-02-02-25	\$36,590.00	0%	\$36,590.00	0%	\$26,515.92	0%	\$10,074.08	*
405b Low Training Total	\$103,782.40	1%	\$103,782.40	1%	\$82,767.19	1%	\$21,015.21	3

405b Low Public Education

M2PE-2025-02-01-01	\$150,000.00	1%	\$150,000.00	1%	\$130,683.03	1%	\$19,316.97	*
405b Low Public Education Total	\$150,000.00	1%	\$150,000.00	1%	\$130,683.03	1%	\$19,316.97	2

405b Low Community CPS Services

M2CPS-2025-02-01-27	\$167,162.60	1%	\$167,162.60	1%	\$149,974.63	1%	\$17,187.97	*
M2CPS-2025-02-02-25	\$169,307.00	1%	\$169,307.00	1%	\$124,391.49	1%	\$44,915.51	*
405b Low Community CPS Services Total	\$336,469.60	2%	\$336,469.60	2%	\$274,366.12	2%	\$62,103.48	3

405b Low OP Information System

M2OP-2025-06-01-05	\$134,775.64	1%	\$134,775.64	1%	\$93,630.25	1%	\$41,145.39	*
405b Low OP Information System Total	\$134,775.64	1%	\$134,775.64	1%	\$93,630.25	1%	\$41,145.39	5

405b OP Low Uncommitted

M2X-2025-00-00-00	\$1,000.00	0%	\$.00	0%	\$.00	0%	\$.00	0
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M2X-2025-02-00-00	\$.00	0%	\$48,550.47	0%		\$.00	0%	\$48,550.47	*
405b OP Low Uncommitted Total	\$1,000.00	0%	\$48,550.47	0%		\$.00	0%	\$48,550.47	*
405b Low Underserved CPS Programs									
B2CPS_US-2025-02-02-00	\$.00	0%	\$55,000.00	0%		\$49,761.50	0%	\$5,238.50	1
B2CPS_US-2025-02-01-27	\$50,625.00	0%	\$50,625.00	0%		\$44,450.31	0%	\$6,174.69	2
B2CPS_US-2025-02-02-25	\$55,000.00	0%	\$39,392.44	0%		\$.00	0%	\$39,392.44	*
405b Low Underserved CPS Programs Total	\$105,625.00	1%	\$145,017.44	1%		\$94,211.81	1%	\$50,805.63	6
IIJA 405b OP Low Total	\$919,652.64	6%	\$1,006,595.55	5%	28%	\$761,369.49	6%	\$245,226.06	4
IIJA 405c Data Program									
405c Data Program									
M3DA-2025-05-03-01	\$.00	0%	\$78,000.00	0%		\$78,000.00	1%	\$.00	0
M3DA-2025-05-03-02	\$24,000.00	0%	\$24,000.00	0%		\$24,000.00	0%	\$.00	0
M3DA-2025-05-04-02	\$25,000.00	0%	\$25,000.00	0%		\$25,000.00	0%	\$.00	0
M3DA-2025-05-07-01	\$.00	0%	\$75,500.00	0%		\$75,500.00	1%	\$.00	0
M3DA-2025-05-02-02	\$227,500.00	2%	\$227,500.00	1%		\$227,500.00	2%	\$.00	0
M3DA-2025-05-01-01	\$22,560.00	0%	\$22,560.00	0%		\$19,152.50	0%	\$3,407.50	*
M3DA-2025-05-09-01	\$.00	0%	\$37,500.00	0%		\$37,500.00	0%	\$.00	0
M3DA-2025-07-01-01	\$228,000.00	2%	\$248,466.12	1%		\$248,466.12	2%	\$.00	0
405c Data Program Total	\$527,060.00	4%	\$738,526.12	4%		\$735,118.62	6%	\$3,407.50	*
405c Data Uncommitted									
M3X-2025-00-00-00	\$1,000.00	0%	\$1,282,944.32	6%		\$.00	0%	\$1,282,944.32	*
M3X-2025-02-00-00	\$.00	0%	\$467,376.04	2%		\$.00	0%	\$467,376.04	*
M3X-2025-08-00-00	\$1,000.00	0%	\$.00	0%		\$.00	0%	\$.00	0
405c Data Uncommitted Total	\$2,000.00	0%	\$1,750,320.36	8%		\$.00	0%	\$1,750,320.36	*
405c Data Sharing and Analysis									
B3DSA-2025-05-08-01	\$.00	0%	\$75,500.00	0%		\$75,500.00	1%	\$.00	0
405c Data Sharing and Analysis Total	\$.00	0%	\$75,500.00	0%		\$75,500.00	1%	\$.00	0
IIJA 405c Data Program Total	\$529,060.00	4%	\$2,564,346.48	12%	70%	\$810,618.62	7%	\$1,753,727.86	26
IIJA 405d Impaired Driving Mid									
405d Mid HVE									
M5HVE-2025-03-01-19	\$650,000.00	5%	\$713,917.43	3%		\$623,465.07	5%	\$90,452.36	*
405d Mid HVE Total	\$650,000.00	5%	\$713,917.43	3%		\$623,465.07	5%	\$90,452.36	2
405d Mid Training									
M5TR-2025-02-01-03	\$134,624.04	1%	\$269,248.08	1%		\$59,209.67	0%	\$210,038.41	*
405d Mid Training Total	\$134,624.04	1%	\$269,248.08	1%		\$59,209.67	0%	\$210,038.41	43
405d Impaired Driving Mid Uncommitted									
M5X-2025-00-00-00	\$.00	0%	\$55,000.00	0%		\$.00	0%	\$55,000.00	*
M5X-2025-02-00-00	\$.00	0%	\$735,185.88	4%		\$.00	0%	\$735,185.88	*
405d Impaired Driving Mid Uncommitted Total	\$.00	0%	\$790,185.88	4%		\$.00	0%	\$790,185.88	*
405d Mid Court Support									
B5CS-2025-02-01-03	\$54,940.60	0%	\$54,940.60	0%		\$53,395.08	0%	\$1,545.52	*
B5CS-2025-02-02-03	\$59,235.00	0%	\$59,235.00	0%		\$21,160.11	0%	\$38,074.89	*
405d Mid Court Support Total	\$114,175.60	1%	\$114,175.60	1%		\$74,555.19	1%	\$39,620.41	6

405d Mid BAC Testing/Reporting

B5BAC-2025-03-01-21	\$356,324.05	3%	\$356,324.05	2%		\$303,551.49	3%	\$52,772.56	*	
405d Mid BAC Testing/Reporting Total	\$356,324.05	3%	\$356,324.05	2%		\$303,551.49	3%	\$52,772.56	2	
405d Mid Media/ID training/Enf Related exp.										
B5PEM-2025-00-00-00	\$345,000.00	2%	\$.00	0%		\$.00	0%	\$.00	0	
B5PEM-2025-02-01-01	\$770,000.00	5%	\$770,000.00	4%		\$727,618.10	6%	\$42,381.90	*	
B5PEM-2025-02-02-01	\$.00	0%	\$290,000.00	1%		\$290,000.00	2%	\$.00	0	
B5PEM-2025-02-03-01	\$79,000.00	1%	\$79,000.00	0%		\$79,000.00	1%	\$.00	0	
B5PEM-2025-02-04-01	\$48,950.00	0%	\$48,950.00	0%		\$48,950.00	0%	\$.00	0	
B5PEM-2025-02-11-01	\$.00	0%	\$110,000.00	1%		\$110,000.00	1%	\$.00	0	
405d Mid Media/ID training/Enf Related exp. Total	\$1,242,950.00	9%	\$1,297,950.00	6%		\$1,255,568.10	10%	\$42,381.90	*	
405d Mid Testing and implementing technology for ID programs										
B5TST-2025-05-01-02	\$846,000.00	6%	\$846,000.00	4%		\$.00	0%	\$846,000.00	*	
B5TST-2025-05-02-17	\$278,872.35	2%	\$278,872.35	1%		\$241,447.28	2%	\$37,425.07	2	
405d Mid Testing and implementing technology for ID programs Total	\$1,124,872.35	8%	\$1,124,872.35	5%		\$241,447.28	2%	\$883,425.07	44	
IIJA 405d Impaired Driving Mid Total	\$3,622,946.04	26%	\$4,666,673.39	22%	36%	\$2,557,796.80	21%	\$2,108,876.59	10	\$.00
IIJA 405f Motorcycle Programs (lowest 25%)										
405f Motorcycle (lowest 25%) Uncommitted										
M9X-2025-00-00-00	\$.00	0%	\$19,284.31	0%		\$.00	0%	\$19,284.31	*	
405f Motorcycle (lowest 25%) Uncommitted Total	\$.00	0%	\$19,284.31	0%		\$.00	0%	\$19,284.31	*	
IIJA 405f Motorcycle Programs (lowest 25%) Total	\$.00	0%	\$19,284.31	0%	100%	\$.00	0%	\$19,284.31	*	\$.00
IIJA 405f Motorcycle Programs										
405f Motorcyclist Training										
M11MT-2025-02-01-14	\$28,591.00	0%	\$28,591.00	0%		\$16,575.07	0%	\$12,015.93	*	
M11MT-2025-02-03-09	\$43,500.00	0%	\$43,500.00	0%		\$28,053.79	0%	\$15,446.21	*	
M11MT-2025-02-02-11	\$23,918.00	0%	\$17,799.74	0%		\$16,396.63	0%	\$1,403.11	*	
405f Motorcyclist Training Total	\$96,009.00	1%	\$89,890.74	0%		\$61,025.49	1%	\$28,865.25	6	
IIJA 405f Motorcycle Programs Total	\$96,009.00	1%	\$89,890.74	0%	0%	\$61,025.49	1%	\$28,865.25	6	\$.00
IIJA 405h Nonmotorized Safety										
405h Public Education										
FHPE-2025-02-01-01	\$.00	0%	\$398,838.74	2%		\$394,439.29	3%	\$4,399.45	*	
405h Public Education Total	\$.00	0%	\$398,838.74	2%		\$394,439.29	3%	\$4,399.45	*	
IIJA 405h Nonmotorized Safety Total	\$.00	0%	\$398,838.74	2%	100%	\$394,439.29	3%	\$4,399.45	*	\$.00
SUPPLEMENTAL IIJA NHTSA 402										
Uncommitted										
X-2025-02-00-00	\$.00	0%	\$292,639.99	1%		\$.00	0%	\$292,639.99	*	
Uncommitted Total	\$.00	0%	\$292,639.99	1%		\$.00	0%	\$292,639.99	*	
SUPPLEMENTAL IIJA NHTSA 402 Total	\$.00	0%	\$292,639.99	1%	0%	\$.00	0%	\$292,639.99	*	\$.00

SUPPLEMENTAL IIJA 405b OP Low**405b OP Low Uncommitted**

M2X-2025-02-00-00	\$.00	0%	\$44,222.15	0%		\$.00	0%	\$44,222.15	*	
405b OP Low Uncommitted Total	\$.00	0%	\$44,222.15	0%		\$.00	0%	\$44,222.15	*	
SUPPLEMENTAL IIJA 405b OP Low Total	\$.00	0%	\$44,222.15	0%	0%	\$.00	0%	\$44,222.15	*	\$.00

SUPPLEMENTAL IIJA 405c Data Program**405c Data Uncommitted**

M3X-2025-02-00-00	\$.00	0%	\$47,477.87	0%		\$.00	0%	\$47,477.87	*	
405c Data Uncommitted Total	\$.00	0%	\$47,477.87	0%		\$.00	0%	\$47,477.87	*	
SUPPLEMENTAL IIJA 405c Data Program Total	\$.00	0%	\$47,477.87	0%	0%	\$.00	0%	\$47,477.87	*	\$.00

SUPPLEMENTAL IIJA 405d Impaired Driving Mid**405d Impaired Driving Mid Uncommitted**

M5X-2025-02-00-00	\$.00	0%	\$182,680.81	1%		\$.00	0%	\$182,680.81	*	
405d Impaired Driving Mid Uncommitted Total	\$.00	0%	\$182,680.81	1%		\$.00	0%	\$182,680.81	*	
SUPPLEMENTAL IIJA 405d Impaired Driving Mid Total	\$.00	0%	\$182,680.81	1%	0%	\$.00	0%	\$182,680.81	*	\$.00

SUPPLEMENTAL IIJA 405f Motorcycle Programs**405f Motorcycle Uncommitted**

M11X-2025-02-00-00	\$.00	0%	\$5,485.70	0%		\$.00	0%	\$5,485.70	*	
405f Motorcycle Uncommitted Total	\$.00	0%	\$5,485.70	0%		\$.00	0%	\$5,485.70	*	
SUPPLEMENTAL IIJA 405f Motorcycle Programs Total	\$.00	0%	\$5,485.70	0%	0%	\$.00	0%	\$5,485.70	*	\$.00

SUPPLEMENTAL IIJA 405h Nonmotorized Safety**405h Public Education**

FHPE-2025-02-01-01	\$424,161.83	3%	\$25,323.09	0%		\$25,323.09	0%	\$.00	0	
405h Public Education Total	\$424,161.83	3%	\$25,323.09	0%		\$25,323.09	0%	\$.00	0	
SUPPLEMENTAL IIJA 405h Nonmotorized Safety Total	\$424,161.83	3%	\$25,323.09	0%	100%	\$25,323.09	0%	\$.00	0	\$.00

IIJA 405e Distracted Driving Awareness 24-26**405e Public Education**

B8APE-2025-02-01-01	\$.00	0%	\$425,904.70	2%		\$329,267.41	3%	\$96,637.29	4	
405e Public Education Total	\$.00	0%	\$425,904.70	2%		\$329,267.41	3%	\$96,637.29	4	

405e Distracted Driving Uncommitted

B8AX-2025-00-00-00	\$.00	0%	\$521,403.60	3%		\$.00	0%	\$521,403.60	*	
405e Distracted Driving Uncommitted Total	\$.00	0%	\$521,403.60	3%		\$.00	0%	\$521,403.60	*	
IIJA 405e Distracted Driving Awareness 24-26 Total	\$.00	0%	\$947,308.30	5%	49%	\$329,267.41	3%	\$618,040.89	23	\$.00

IIJA 405g Nonmotorized Safety 24-26**405g Public Education**

BGPE-2025-02-01-04	\$222,424.00	2%	\$222,424.00	1%		\$200,137.77	2%	\$22,286.23	1	
BGPE-2025-02-02-11	\$52,700.00	0%	\$52,700.00	0%		\$51,824.72	0%	\$875.28	*	
BGPE-2025-02-03-27	\$95,810.00	1%	\$95,810.00	0%		\$58,380.41	0%	\$37,429.59	8	

BGPE-2025-02-04-27	\$28,766.10	0%	\$28,766.10	0%		\$12,874.09	0%	\$15,892.01	15	
BGPE-2025-02-05-01	\$133,700.00	1%	\$133,700.00	1%		\$.00	0%	\$133,700.00	*	
405g Public Education Total	\$533,400.10	4%	\$533,400.10	3%		\$323,216.99	3%	\$210,183.11	8	
405g Nonmotorized Safety Uncommitted										
BGX-2025-02-00-00	\$.00	0%	\$441,018.72	2%		\$.00	0%	\$441,018.72	*	
405g Nonmotorized Safety Uncommitted Total	\$.00	0%	\$441,018.72	2%		\$.00	0%	\$441,018.72	*	
IIJA 405g Nonmotorized Safety 24-26 Total	\$533,400.10	4%	\$974,418.82	5%	49%	\$323,216.99	3%	\$651,201.83	24	\$.00
SUPPLEMENTAL IIJA 405e Distracted Driving Awareness 24-26										
405e Distracted Driving Uncommitted										
B8AX-2025-00-00-00	\$.00	0%	\$62,647.44	0%		\$.00	0%	\$62,647.44	*	
405e Distracted Driving Uncommitted Total	\$.00	0%	\$62,647.44	0%		\$.00	0%	\$62,647.44	*	
SUPPLEMENTAL IIJA 405e Distracted Driving Awareness 24-26 Total	\$.00	0%	\$62,647.44	0%	50%	\$.00	0%	\$62,647.44	*	\$.00
SUPPLEMENTAL IIJA 405g Nonmotorized Safety 24-26										
405g Nonmotorized Safety Uncommitted										
BGX-2025-00-00-00	\$.00	0%	\$29,549.17	0%		\$.00	0%	\$29,549.17	*	
BGX-2025-02-00-00	\$.00	0%	\$30,489.81	0%		\$.00	0%	\$30,489.81	*	
405g Nonmotorized Safety Uncommitted Total	\$.00	0%	\$60,038.98	0%		\$.00	0%	\$60,038.98	*	
SUPPLEMENTAL IIJA 405g Nonmotorized Safety 24-26 Total	\$.00	0%	\$60,038.98	0%	49%	\$.00	0%	\$60,038.98	*	\$.00
NHTSA Total	\$14,182,343.48	100%	\$20,883,187.14	100%		\$11,988,674.06	100%	\$8,894,513.08	9	
Total	\$14,182,343.48	100%	\$20,883,187.14	100%		\$11,988,674.06	100%	\$8,894,513.08	9	

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