

FY 2022

Missouri Department of Transportation  
Highway Safety Plan



## Highway Safety Plan

**As a component of this Highway Safety Plan, the State of Missouri is also applying for the following National priority safety program incentive grants:**

405(b) Occupant Protection

405(c) State Traffic Safety Information System Improvements

405(f) Motorcyclist Safety Grants

405(d) Impaired Driving Countermeasures

## Introduction & Background

In 2003, Missouri participated with the American Association of State Highway Transportation Officials (AASHTO) in a national effort to reduce the preventable tragedies associated with traffic crashes. Utilizing a partnership approach, the state's first Strategic Highway Safety Plan (SHSP), *Missouri's Blueprint for Safer Roadways*, was developed to help reduce fatal and serious injuries on Missouri's roads. The main idea of the SHSP approach is that a comprehensive effort across multiple disciplines will be required in order to significantly reduce the number of fatal crashes experienced in the state. The goal established in the *Blueprint* was to achieve 1,000 or fewer fatalities by 2008. That goal was reached one year early, with a year-end fatality total for 2007 of 992.

Since then, the state has continued using the SHSP approach to keep moving Missouri toward zero deaths. The second SHSP, *Missouri's Blueprint to ARRIVE ALIVE*, was unveiled at the semi-annual Blueprint Conference in October 2008, and the third and fourth iterations of the plan were released in 2012 and 2016, respectively. In 2020, the state adopted and released the fifth edition of the SHSP titled *Show-Me Zero – Driving Missouri Toward Safer Roads*. The new plan will serve as the state's strategic approach to eliminating fatalities for the years 2021-2025. *Show-Me Zero* was designed to engage all Missourians in the mission to reduce fatalities and serious injuries on the state's roadways. The plan has four emphasis areas: occupant protection, distracted driving, speed and aggressive driving, and impaired driving. In addition, the plan highlights three special road user groups: pedestrians and bicyclists, teen drivers, and older drivers (age 65 or older). The emphasis areas and special road user groups help determine which areas to focus on when developing the annual Highway Safety Plan.

## Highway safety planning process

The Highway Safety Office (HSO) is located in the Missouri Department of Transportation (MoDOT), Highway Safety and Traffic Division and completes the State of Missouri highway safety plan annually.

### Data Sources and Processes

Data is the cornerstone of this plan and is essential for diagnosing crash problems and monitoring efforts to solve traffic safety problems. We must identify the demographics of the roadway users involved in crashes, what behaviors or actions led to their crashes, and the conditions under which the crashes occurred. Data collection and analysis is dynamic throughout the year.

When data is effectively used to identify repeating patterns in the dynamic interaction of people, vehicles, traffic, and other conditions, there is increased potential for successful mitigation. From this comes a reduction in the number and severity of crashes, ultimately resulting in fewer fatalities and serious injuries.

Problem identification, performance goals and strategies are derived by utilization of the Fatality Analysis Reporting System (FARS), the Missouri Statewide Traffic Accident Records System (STARS), Vehicle Miles Traveled (VMT) and observational occupant protection surveys, among others listed below.

#### Fatality Analysis Reporting System (FARS)

The State of Missouri utilizes the core performance measures outlined in ‘Traffic Safety Performance Measures for State and Federal Agencies’ (DOT HS 811 025) as developed by NHTSA and GHSA. The FARS database provides ten of the twelve performance measures. These performance measures are not only used to address problem areas, but to gauge recent success or need for improvement at the statewide level.

#### Statewide Traffic Accident Records System (STARS)

The source of statewide analytical data is the Missouri Statewide Traffic Accident Records System (STARS) managed by the Missouri State Highway Patrol. All Missouri law enforcement agencies are required by law (RSMO 43.250) to submit a Missouri Uniform Traffic Crash Report (MUCR) to STARS if a traffic crash involves a death, a personal injury, total property damage to an apparent extent of five hundred dollars or more to one person, or other written MUCR's as a result of an investigation. It should be noted that although reports that did not occur on public roadways are maintained in STARS, these crashes are not included in statistical analyses provided. Crashes involving less than five hundred dollars to one person may be included if they were reported to STARS. Please note: Crash data referenced in this plan was current as of April 2021.

#### Vehicle Miles Traveled (VMT)

MoDOT maintains vehicle miles traveled charts, graphs and counts for all state-maintained roadways in the state. This information serves the HSO in developing problem identification, identifying resources and allocating funding.

#### Engineering Data

MoDOT connects the crash statistics from STARS to their Transportation Management System (TMS). Information relating to roadway features, such as speed limit, lane widths, presence of rumble strips, etc.; are stored in TMS. By joining these two data sources, MoDOT is able to perform a comprehensive safety review of the transportation system and strategically implement safety countermeasures.

#### Observational Occupant Protection Surveys

The State of Missouri, with the assistance of the Missouri Safety Center, conducts an annual Statewide Seat Belt Observational Survey. The survey sites were re-selected in 2018 per rule 1340.12(a) Re-selection of Observation Sites. The 2021 survey will follow the same guidelines of the 2018 survey and is scheduled for June 7-20, 2021.

The HSO also conducts a statewide Teen Observational Survey every other year in areas where teen drivers are present such as school parking lots. The teen survey is conducted at 150 locations throughout Missouri. The teen survey will be completed in October 2022.

#### Court Data

Court data, gathered from the Office of State Courts Administrator includes DWI filings, diversions, dismissals and convictions. This information is available to the municipal and circuit courts and is used in support of the impaired driving problem identification regarding DWI convictions.

#### Department of Revenue

Information gathered from the Department of Revenue (DOR) includes data elements important to the HSO Young Driver Program and Older Driver Program such as driver's license by age and gender. This information helps the HSO to identify target age groups when evaluating program objectives.

#### Biennial Survey of State Automated Traffic Enforcement Systems

Beginning in federal fiscal year 2018, the HSO conducted the first biennial survey of all automated traffic enforcement systems used on any public road in the State. The FY 2018 survey was submitted to the Regional NHTSA office on February 26, 2018. The survey follows the guidelines set forth in 23 CFR Part 1300.13. The HSO conducted the second survey in federal fiscal year 2020 and a report was provided to the Regional NHTSA office.

### **Partnerships**

No Highway Safety Office can successfully function without communication, cooperation and coordination with our safety partners. This partnership approach allows us to expand our resources, generate diverse ideas and incorporate new concepts and projects into our Highway Safety Plan. The myriad of our safety partners includes, but is not limited to:

American Association of Retired Persons	MO Coalitions for Roadway Safety
Cape Girardeau Safe Communities Program	MO Dept. of Health & Senior Services
City/County Engineers	MO Dept. of Ele. And Secondary Ed.
County Health Departments	MO Department of Mental Health
Council for Drug Free Youth	MO Department of Public Safety
Emergency Nurses Association	MO Department of Revenue
Federal Highway Administration	MO Division of Behavioral Health
Federal Motor Carrier Safety Administration	MO Dept. of Labor and Industrial Relations
Institutions of Higher Education	MO Division of Alcohol and Tobacco
Law Enf. Traffic Safety Advisory Council	MO Head Injury Advisory Council
Law Enforcement Training Academies	MO Injury & Violence Prev. Adv. Cmmte.
Local Law Enforcement Agencies	MO Trucking Association
Local Technical Assistance Program	MO Office of Prosecution Services
Manuf. Alliance for Child Passenger Safety	MO Police Chiefs Association
Mercy Hospital	MO Safety Center
NHTSA - Region 7	MO Sheriffs Association
Metropolitan Planning Organizations	MO State Highway Patrol
Missouri Partners in Prevention	MO Youth/Adult Alliance
MO Association of Insurance Agents	Mothers Against Drunk Driving
MO Automobile Dealers Association	Motorcycle Safety Task Force

Office of State Courts Administrator  
Operation Impact  
Operation Lifesaver  
Partners in Prevention  
Regional Planning Commissions

Safe Kids Coalitions  
The Alliance of Southwest Missouri  
Think First  
Traffic Safety Alliance of the Ozark

## Description of Highway Safety Problems

### Problem Identification

Most motor vehicle crashes have multiple causes. Experts and studies have identified three categories of factors that contribute to crashes – human, roadway environment, and vehicle factors. Human factors involve the driver's actions (speeding and violating traffic laws, etc.) or condition (effects of alcohol or drugs, inattention, decision errors, age, etc.). Roadway environment factors include the design of the roadway and roadway conditions. Vehicle factors include any failures in the vehicle or its design. Human factors are generally seen as the most critical reason for crashes at 94 percent, followed by roadway environment at 2 percent, and finally the vehicle at 2 percent (Traffic Safety Facts, DOT HS 812 115, Critical Reasons for Crashes Investigated in the National Motor Vehicle Crash Causation Survey, February 2015).

Research has shown that the number of crashes at a particular site can vary widely from year to year, even if there are no changes in traffic or in the layout of the road. Since a single year's data is subject to considerable statistical variation; five years is generally regarded as a practical minimum period for which a reliable annual average crash rate can be calculated. The FY 2022 Highway Safety Plan references crash statistics for 2015 through 2019.

In the 5-year period 2015-2019, a total of 4,550 people died on Missouri's roadways while another 23,408 suffered serious injuries. A fatality is recorded when a victim dies within 30 days of the crash date from injuries sustained in the crash. A serious injury is recorded when any injury other than a fatality which results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

While we recognize that many crashes result simply in property damage, only fatal and serious injury crashes have been targeted because they are more costly in human suffering, social and economic terms. Preliminary state data shows there were 987 fatalities for 2020 and 4,779 serious injuries.

The 2021 and 2022 fatality goals were calculated using a 5.00% and 6.43% annual reduction in Missouri's fatalities resulting in a five-year average-target of 920.6 fatalities by December 31, 2022. The 5.00% and 6.43% reduction in fatalities corresponds with a long-term goal to achieve 0 fatalities by the end of 2030. *Note - The 0 by 2030 goal is not based on a linear reduction (i.e., it's not a 5.00% and 6.43% reduction every year). Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade when more vehicle technologies are expected to be present among the state's vehicle fleet. This could be technologies that are widely available today (adapted cruise control, lane assist keeping, emergency braking, etc.) or newer technologies that are rare or unavailable in 2020.*

The 2021 and 2022 serious injury goals were calculated using a 5.00% and 5.26% annual reduction in Missouri's serious injuries resulting in a five-year average target of 4,564.1 serious injuries by December 31, 2022. The 5.00% and 5.26% reduction in serious injuries corresponds with a long-term goal to achieve 0 serious injuries by the end of 2040.

A trend line based on the 2015-2019 five-year average was also applied to show the data trends for each category.

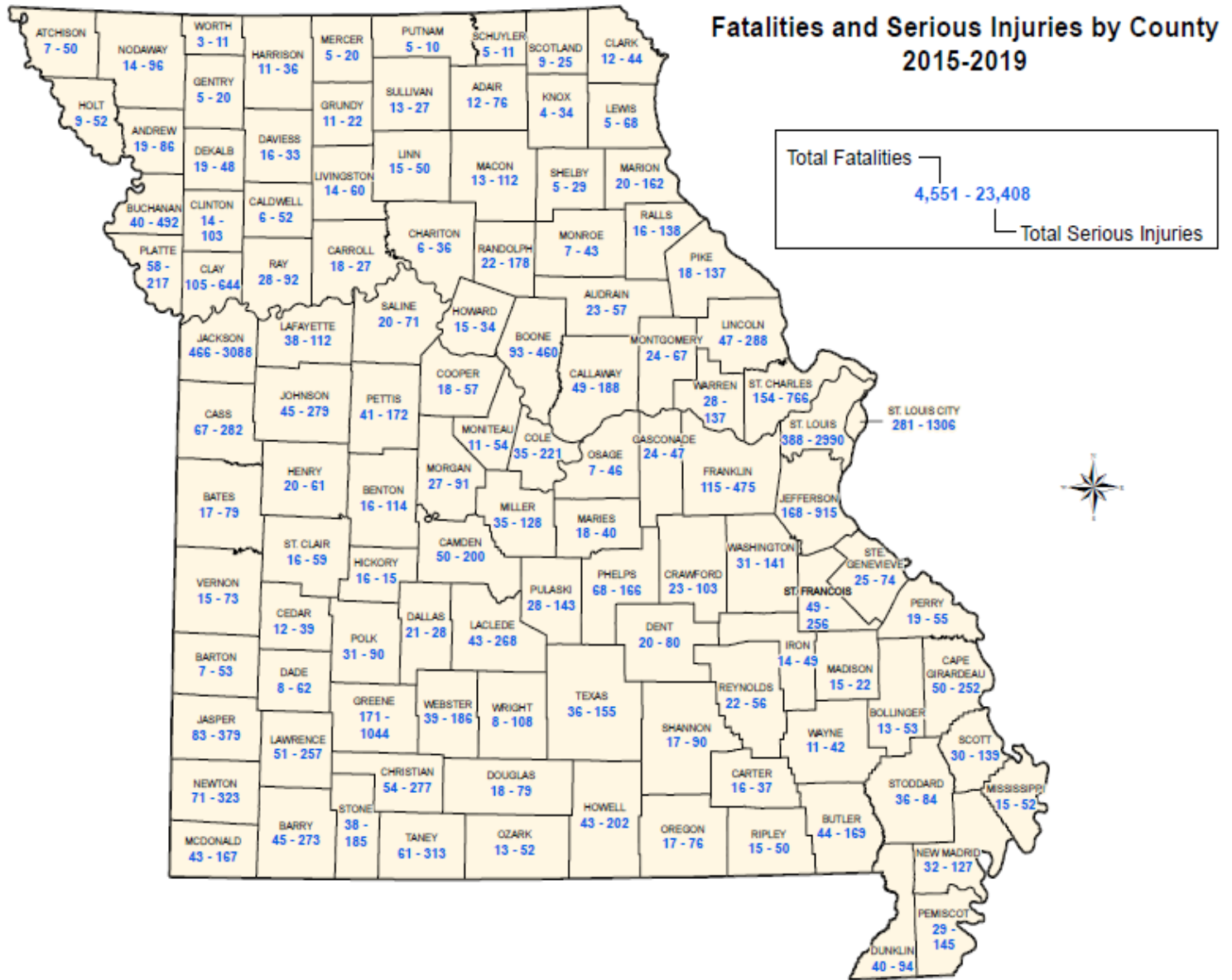
Fatality reduction goals were also calculated for the following crash types:

- Aggressive driving-related fatalities
- Speed-related fatalities
- Fatalities involving drivers with a .08 BAC or greater
- Unrestrained passenger vehicle occupant fatalities
- Drivers 15-20 Involved in Fatal Crashes
- Fatalities involving drivers age 65 and older
- Motorcyclist fatalities
- Un-helmeted motorcyclist fatalities
- Fatalities involving motorcycle operators who are not licensed or improperly licensed
- Fatalities resulting from crashes involving school buses or school bus signals
- Pedestrian fatalities
- Bicyclist fatalities
- 

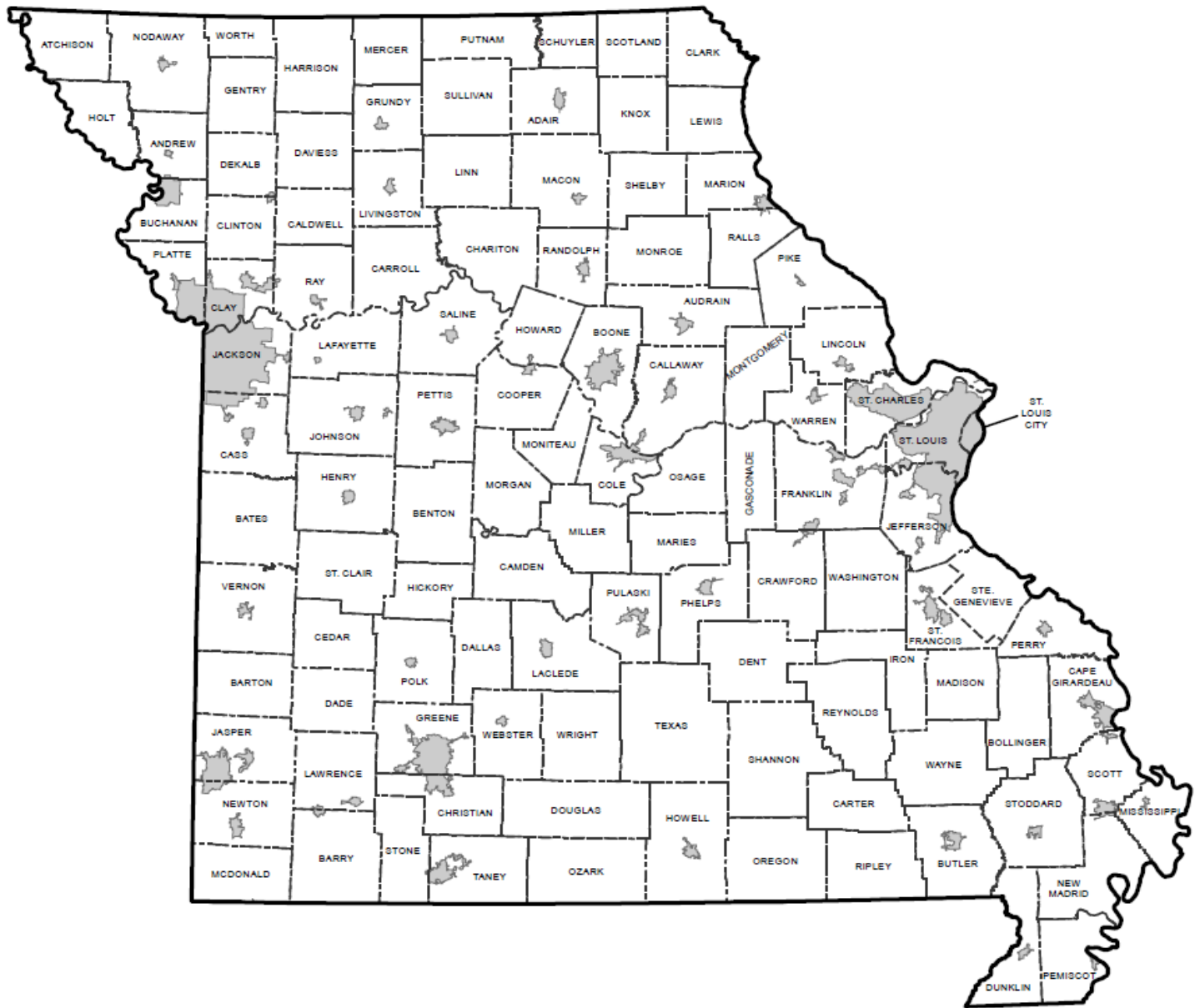
### Urban versus Rural Crash Experience

Traffic crashes are not evenly distributed on Missouri roadways. As expected, crashes occur in large numbers in the densely populated urban areas (population of 5,000 or more) of the state. Of the 23,284 fatal and serious injury crashes in 2015-2019, 56% occurred in an urban community while 44% occurred in a rural area. The rural areas of the state take on greater significance when examining only fatal traffic crashes. In 2015-2019 fatal traffic crashes, 45.7% occurred in an urban area of the state while 54.3% occurred in a rural area.

The following two maps depict the high fatality and serious injury locations and the urban (population of 5,000-49,999) and Urbanized (population of 50,000 or greater) for comparison to where crashes are occurring.



# Missouri Urban/Urbanized Areas



Shaded areas represent Urban and Urbanized cities in the state.

Urbanized	Population 50,000 or Greater
Urban	Population 5,000 - 49,999



## **Project Selection**

### **Planning, Programming and Implementation**

#### **Grant Application Process**

The Highway Safety Office hosts grant application workshops each year for potential applicants. Workshops are normally held in five strategic regional locations (Cape Girardeau, Chesterfield, Jefferson City, Springfield, and Lee's Summit) so it is more convenient for potential applicants to attend. However, due to COVID-19 workshops were held virtually in January of 2021.

Workshop participants are provided a packet explaining the highway safety grant program, the types of projects eligible for award, and an overview of statewide statistical traffic crash data. Potential applicants are given instruction on how to retrieve traffic crash data for analysis through the Missouri State Highway Patrol's web site.

The purpose of the highway safety program and the statewide goal are discussed to help the potential applicants understand how their efforts are imperative in order to impact the fatality reduction goal. Program areas are identified and the Highway Safety Grant Management System (GMS) and on-line reporting systems are reviewed. These seminars are used as an opportunity to share any new contract conditions, application process changes, or legislative changes that may impact the grant programs. The grant application deadline for the 2022 fiscal year was March 1, 2021.

#### **Grant Selection Process**

The Highway Safety program staff reviews the applications relative to their specific areas of expertise. During this preliminary review, they assess the applications to determine their relevancy toward meeting the highway safety goals. Applicants are contacted if clarification is needed. In essence, a case is prepared to support whether the application should be funded in full, in part, or denied.

Fatal and serious injury crash rankings are performed for all cities, counties, and the unincorporated areas in the state. These rankings are conducted for the problem areas of alcohol, speed, young drinking drivers, distracted, unbelted, under 21 years of age and older drivers. These rankings are also used in determining the overall severity of the problem for each respective location. Fatal and serious injury county, city, and unincorporated county rank orders are located in the *Crashes by City, County & Unincorporated County* section of this report.

Law enforcement applications are assessed to determine their rankings by the type of project they are choosing to conduct. While agencies with the highest-ranking crash data are given priority because of the potential impact of their project, other considerations are taken into account. For instance, a lower-ranking city may be awarded a project because the county in which they reside ranks high or they may fall within a high-crash corridor. Some communities are awarded a project in order to participate in the national mobilizations while others are given consideration because the Highway Safety Office has determined a need exists to garner traffic safety minded agencies within a particular geographic location. An additional consideration may be their participation in multi-jurisdictional law enforcement task forces.

### Risk Assessment

Highway Safety Office has been conducting a risk assessment on all applications as required by federal guidelines since 2015. Beginning in FFY21 an additional layer of risk assessment was added per MoDOT's requirements. As highway safety program staff review all grant applications, they take many factors into consideration:

- Does the project fall within the national priority program areas?
- Does the project address the key emphasis areas identified within the strategic highway safety plan and does it have the ability to impact traffic crash fatalities and serious injuries?
- Does the problem identification sufficiently document problem locations, crash statistics, targeted populations, demonstrated need, and the impact this project would have on traffic safety problems in their community?
- Have "best practices" countermeasures been proposed in order to make a positive impact on the identified problem?
- Will this project provide continuity of effort in a particular geographic region or in a particular program area?
- Will the activity serve as a "foundational project" that satisfies criteria for additional federal funding (e.g., safety belt observational survey)?
- Does the project alleviate, eliminate or correct a problem that was identified in a federally conducted assessment of a highway safety priority program area?
- Are innovative countermeasures proposed and, if so, is there an effective evaluation component included?
- Are any local in-kind resources proposed to match the federal grant efforts?
- Does the applicant propose developing partnerships (e.g., working with service organizations, health agencies, and/or insurance companies; conducting multi-jurisdiction enforcement efforts) in order to expand their resources and enhance their outcomes?
- Is the local government or administration supportive of this proposed activity?
- If equipment is requested, will the equipment support a project or enforcement activity; does the agency have the ability to provide a local match for part of the equipment purchase?
- Is there sufficient funding in the budget to support all or part of this application?
- Has the applicant's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the sub-award been considered for such factors as:
  - The applicants prior experience with the same or similar sub-awards;
  - The results of previous audits including whether or not the applicant receives a Single Audit in accordance with Subpart F-Audit Requirements of this part, and the extent to which the same or similar sub-award has been audited as a major program;
  - Whether the applicant has new personnel or new or substantially changed systems; and
  - The extent and results of federal awarding agency monitoring

The applications are discussed at length to ensure consistency and to determine whether the agency should be funded, the level of funding, which grant funding source should support the project, and whether the activity is a state or local benefit (40 percent of funds must be expended toward local benefit). Each applicant is reviewed for spending history; the agency's risk for potential fraud, waste and abuse; and the agency's willingness to comply with the contract conditions regarding timely vouchering.

When equipment is requested, the applicant is often asked to provide a local match. If the local match is unavailable, those applications are reviewed on a case-by-case basis.

## Performance Report

**Progress towards meeting State performance targets from the previous fiscal year's HSP.** Based on the 2015-2019 5-year averages compared to the targets in the previous fiscal year's HSP.

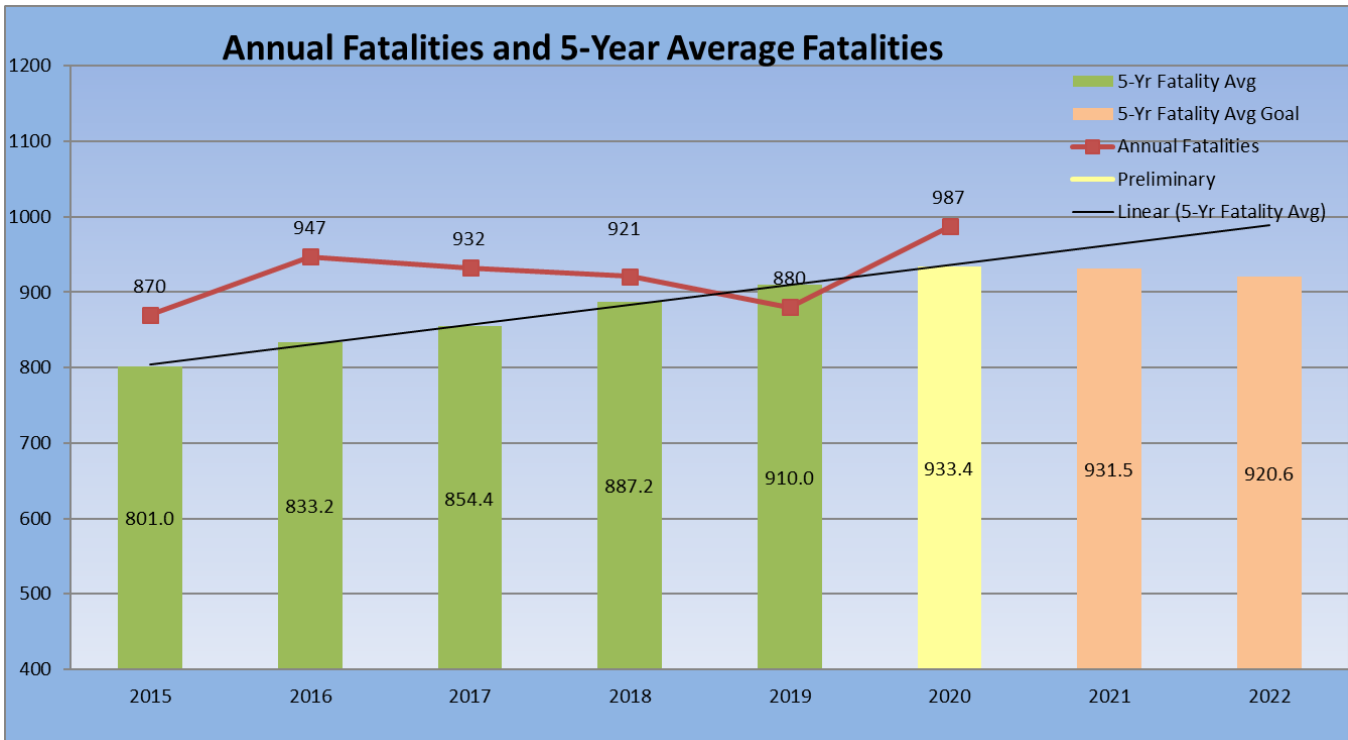
<b>Performance measure name</b>	<b>Progress</b>
C-1) Number of traffic fatalities (FARS)	Not Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
C-3) Fatalities/VMT (FARS, FHWA)	Not Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met
C-6) Number of speeding-related fatalities (FARS)	Met
C-7) Number of motorcyclist fatalities (FARS)	Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Not Met
C-10) Number of pedestrian fatalities (FARS)	Met
C-11) Number of bicyclists fatalities (FARS)	Not Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Not Met

# Performance Measures

## Program-Area Level Report

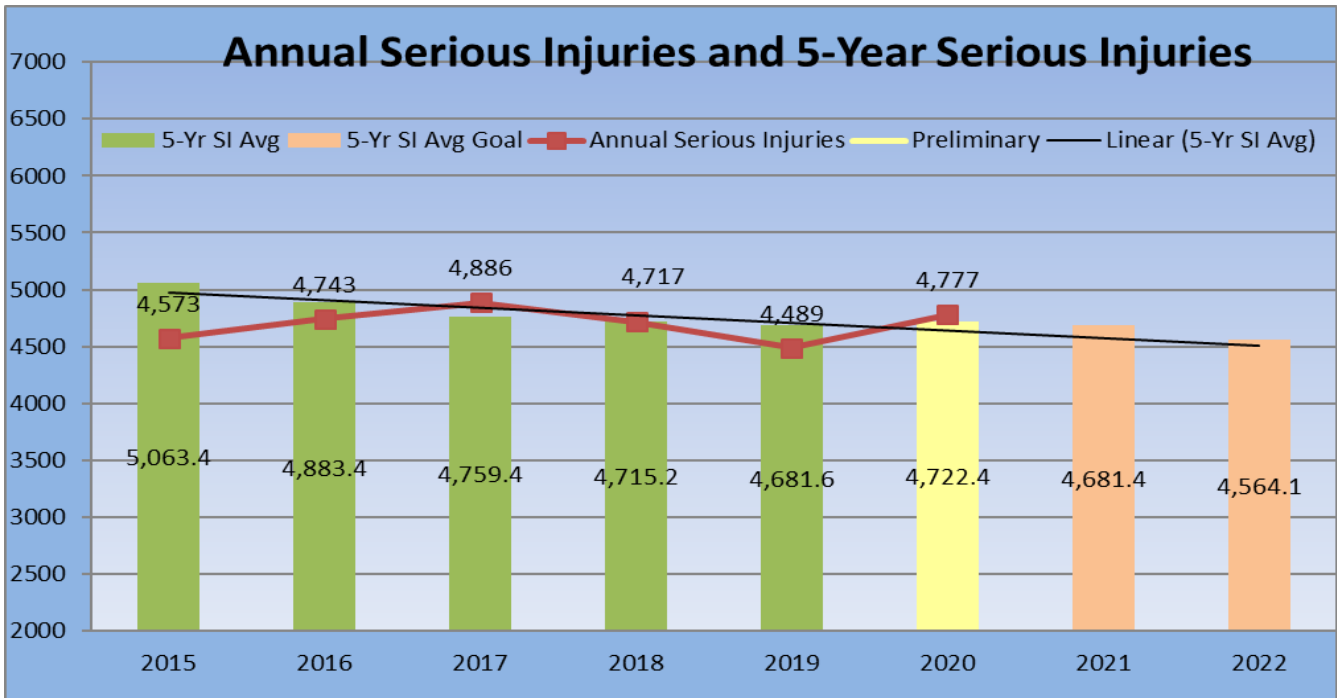
Missouri's Strategic Highway Safety Plan (SHSP) is a collective effort of the Missouri Coalition for Roadway Safety (MCRS) and safety professionals throughout the State. The MCRS leads the charge to implement the SHSP and encourage safety partners to focus their activities and programs in support of moving Missouri towards zero traffic fatalities.

### C-1) Number of traffic fatalities (FARS)



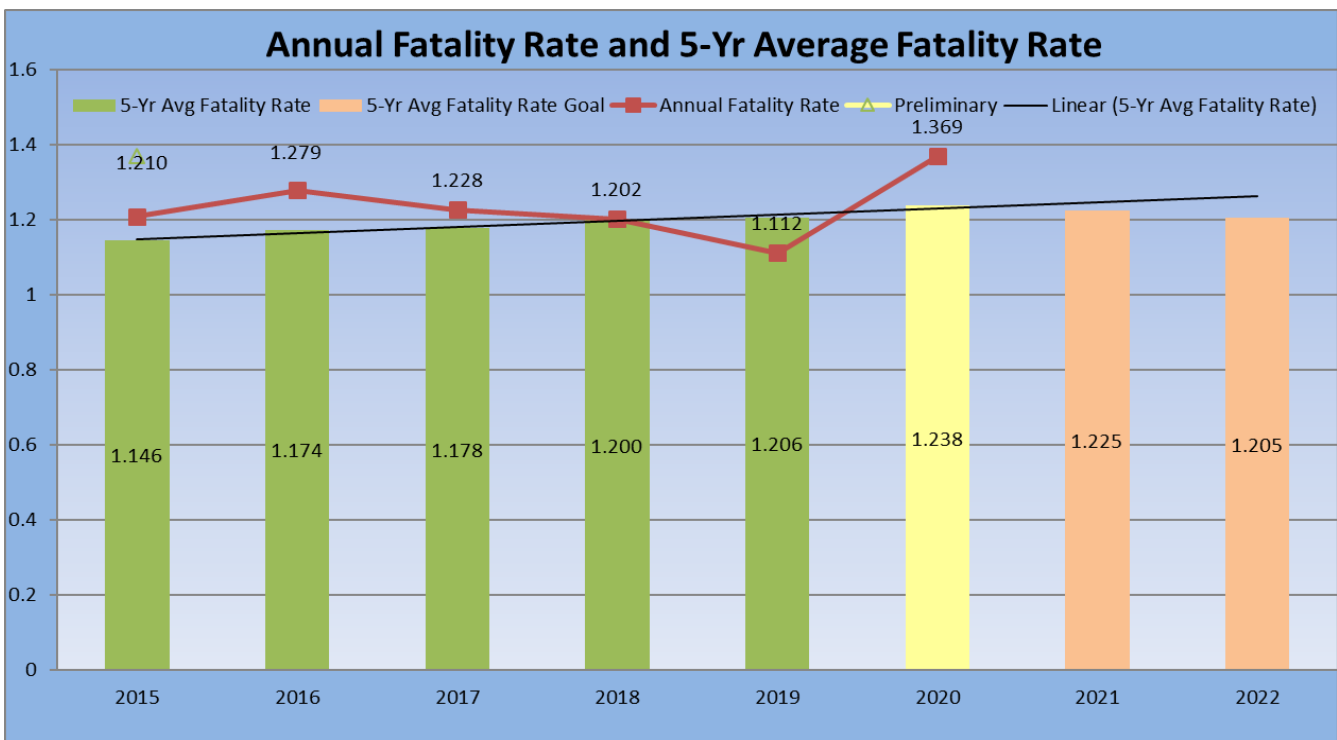
Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average fatality target of 920.6 fatalities by December 31, 2022.

## C-2) Serious Traffic Injuries (STARS)



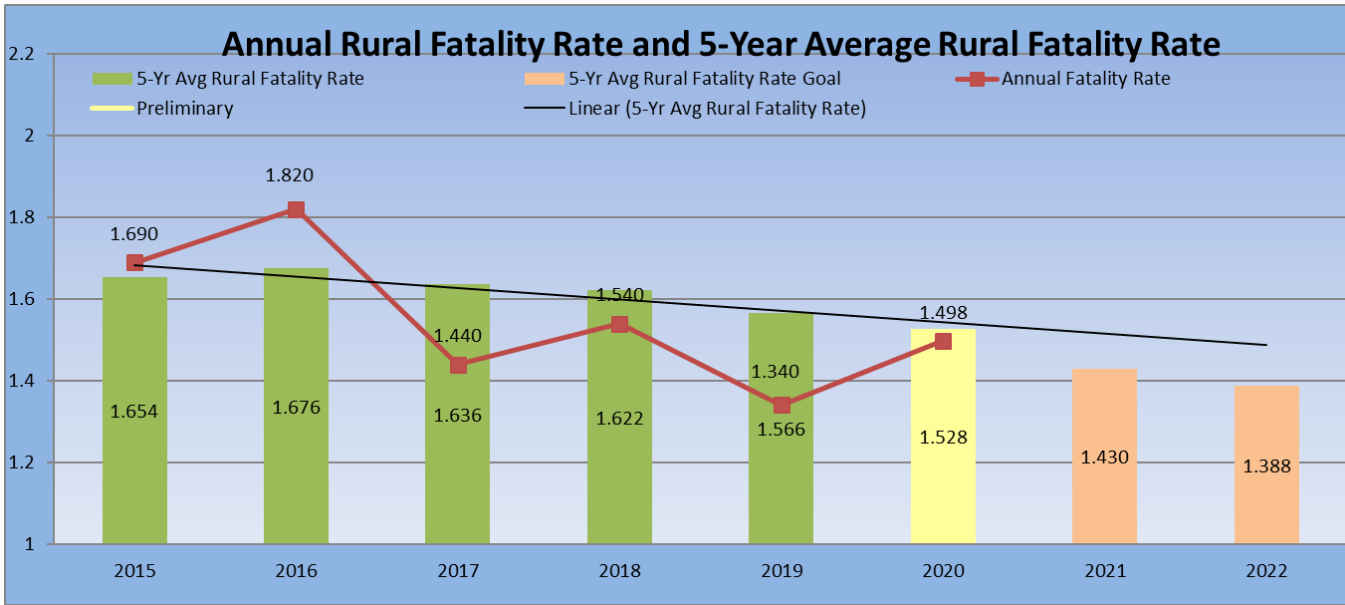
Based on our goal of 0 serious injuries by 2040, Missouri is projecting a five-year average serious injury target of 4,564.1 by December 31, 2022.

## C-3) Fatalities / VMT (FARS/FHWA)



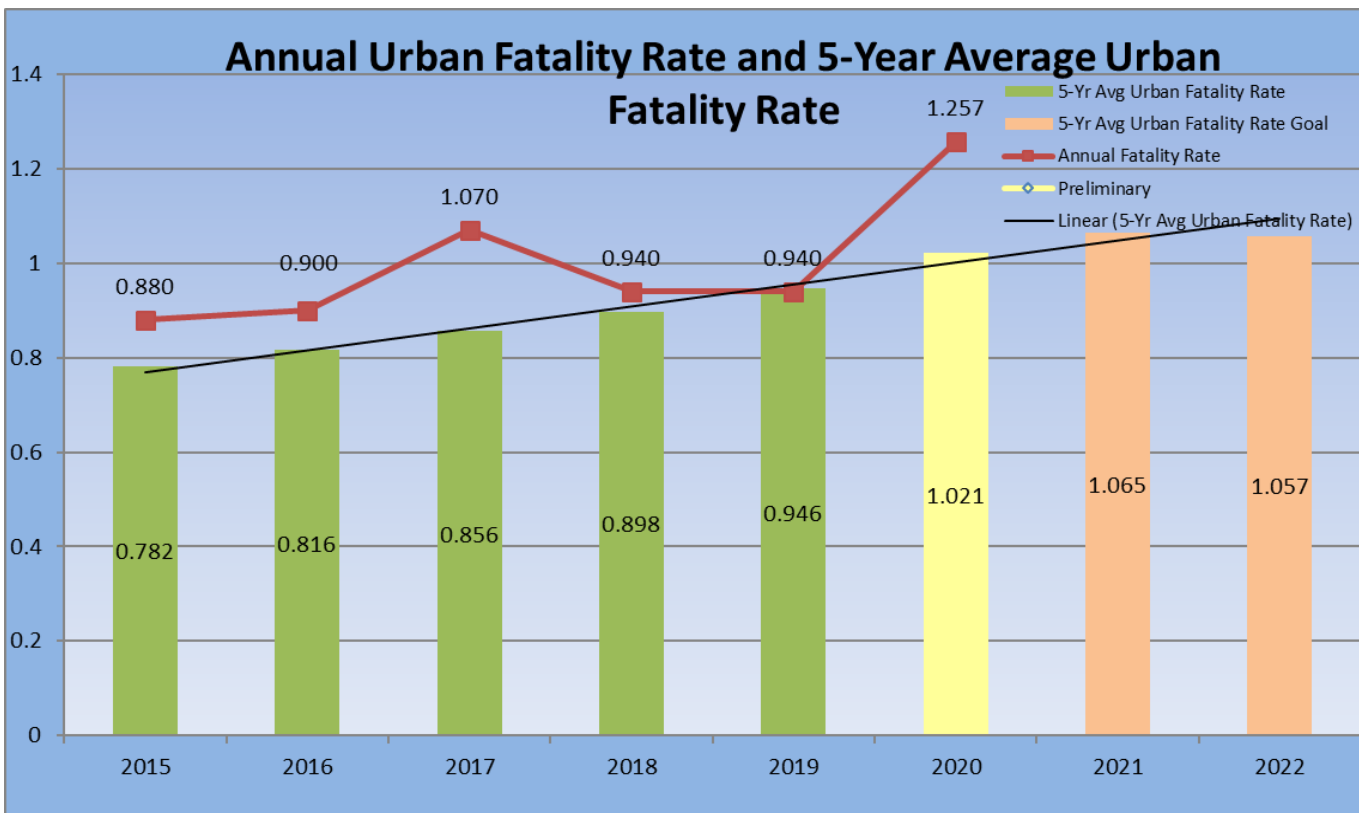
Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average fatality rate target of 1.205 by December 31, 2022.

### C-3a) Fatalities/VMT Rural (FARS/FHWA)



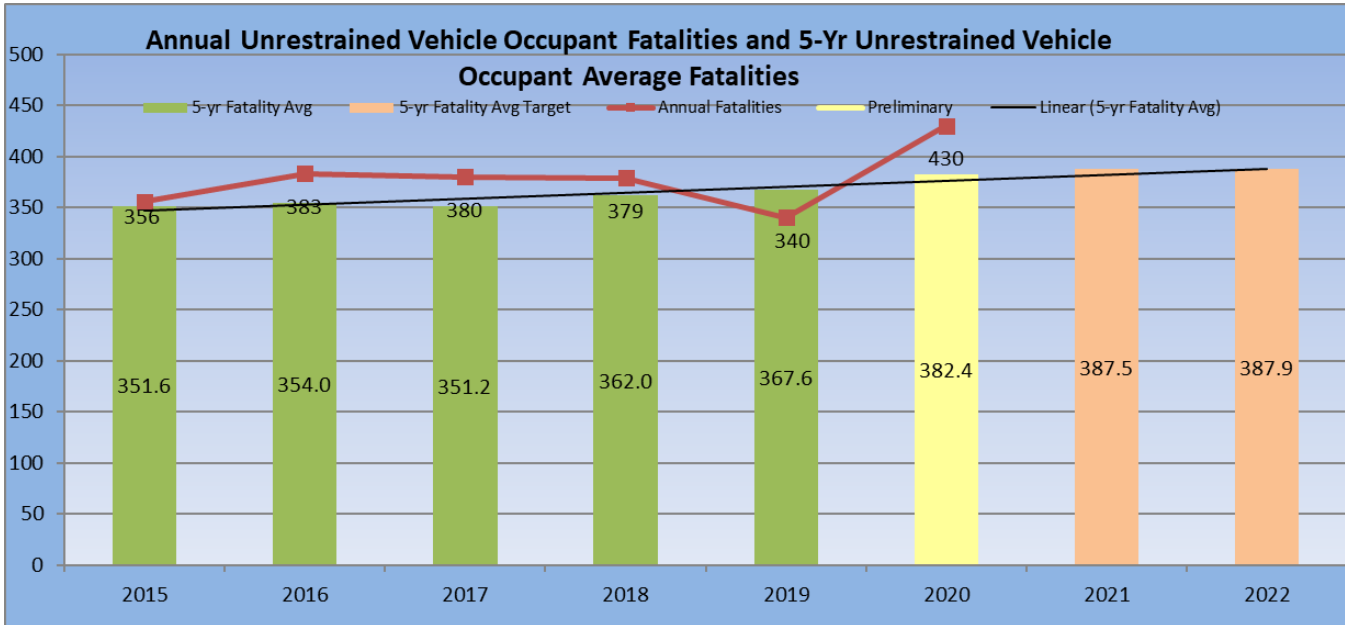
Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average rural fatality rate of 1.388 by December 31, 2022.

### C-3b) Fatalities/VMT Urban (FARS/FHWA)



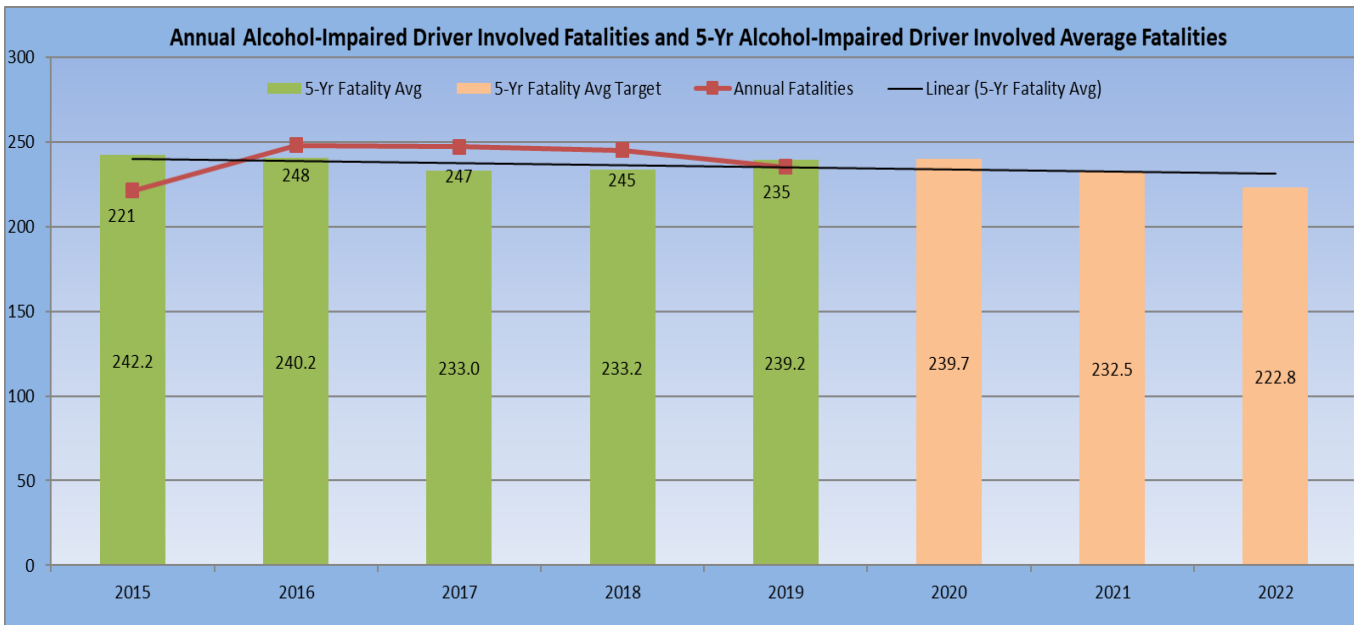
Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average urban fatality rate of 1.057 by December 31, 2022.

## C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)



Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 387.9 unrestrained passenger vehicle occupant fatalities by December 31, 2022.

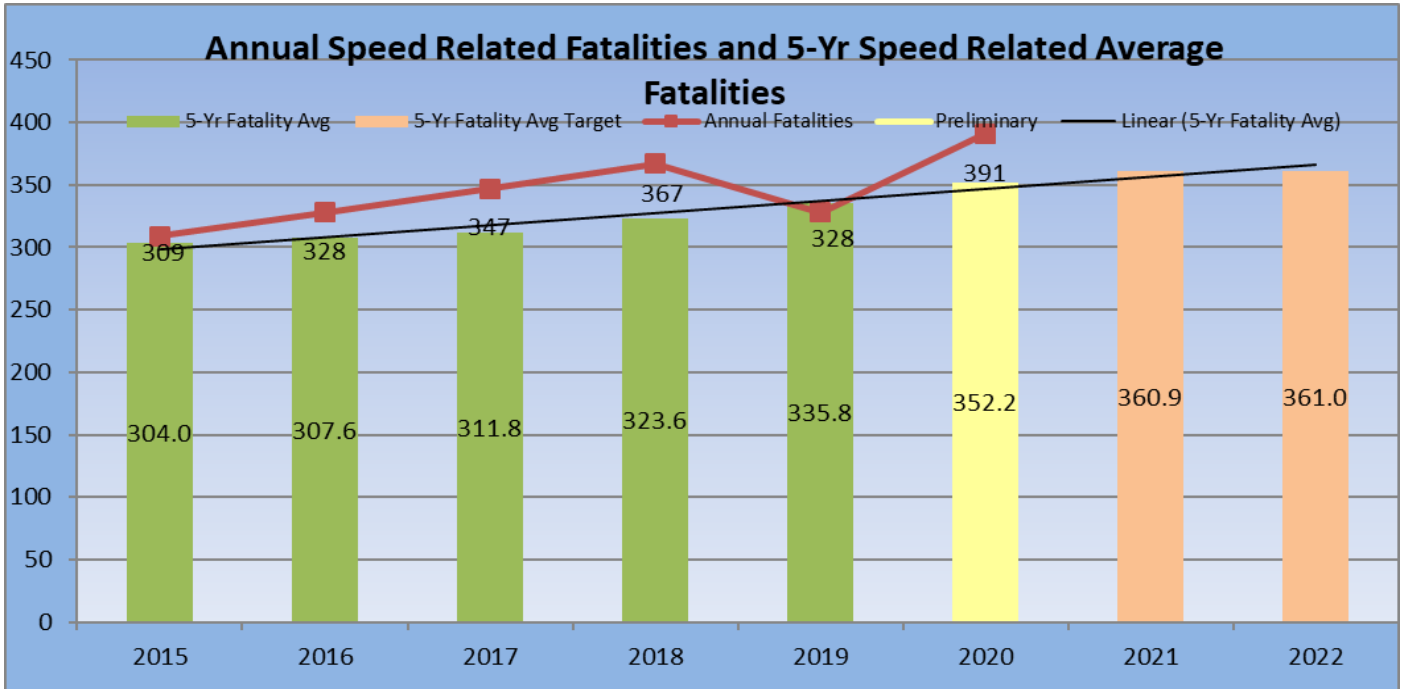
## C-5) Alcohol-Impaired Driving Fatalities (FARS)



Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 222.8 alcohol-impaired driving involved fatalities by December 31, 2022.

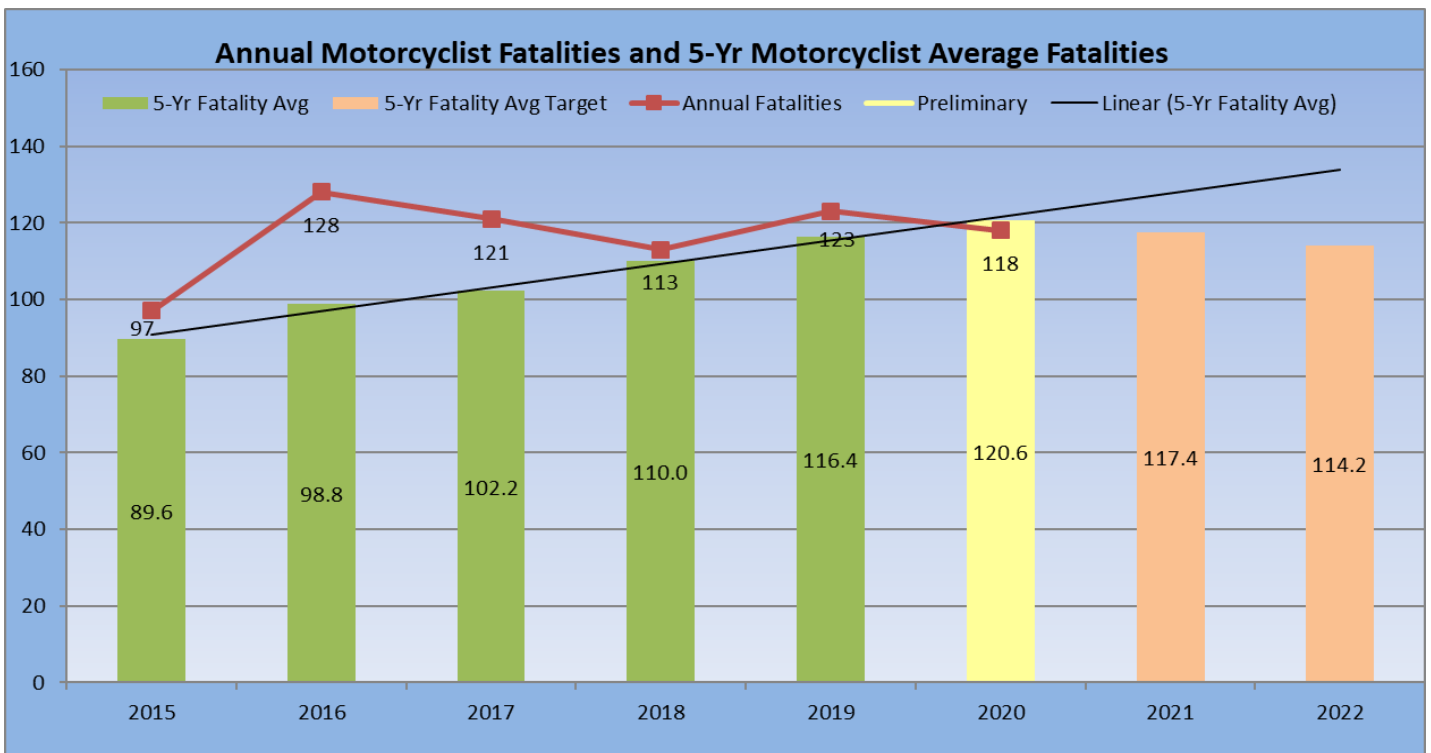
*Note: due to Missouri not collecting BAC on their crash report, preliminary 2020 state data will not be used for alcohol-impaired driver involved fatalities.*

## C-6) Speeding Related Fatalities (FARS)



Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 361.0 speed related fatalities by December 31, 2022.

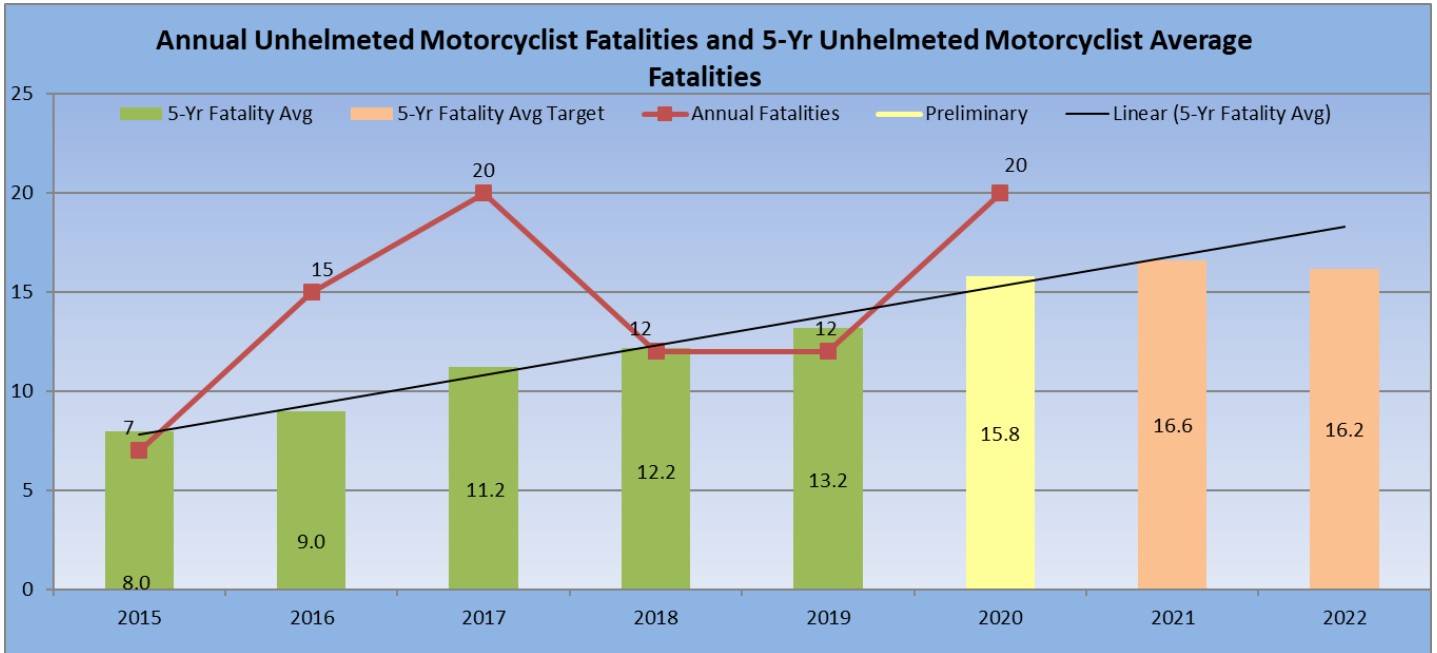
## C-7) Motorcyclist Fatalities (FARS)



Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 114.2 motorcyclist fatalities by December 31, 2022.

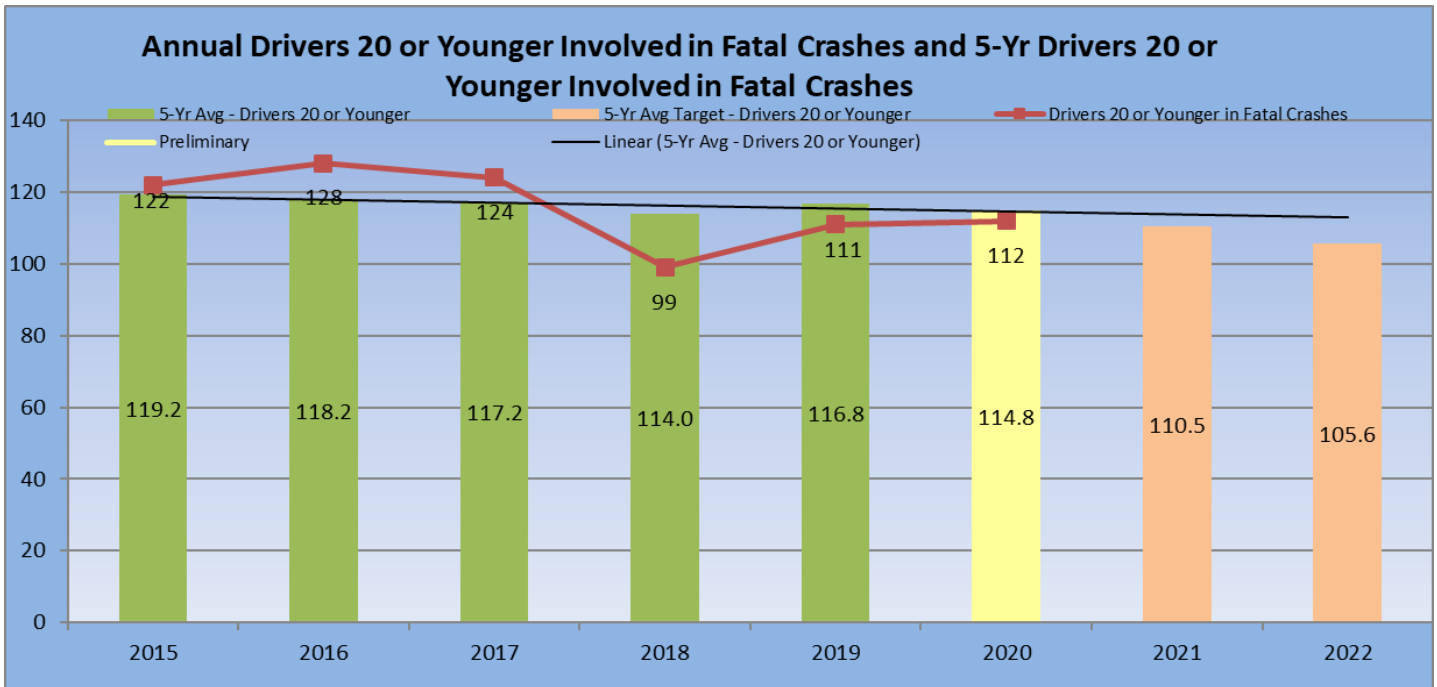


### C-8) Unhelmeted Motorcyclist Fatalities (FARS)



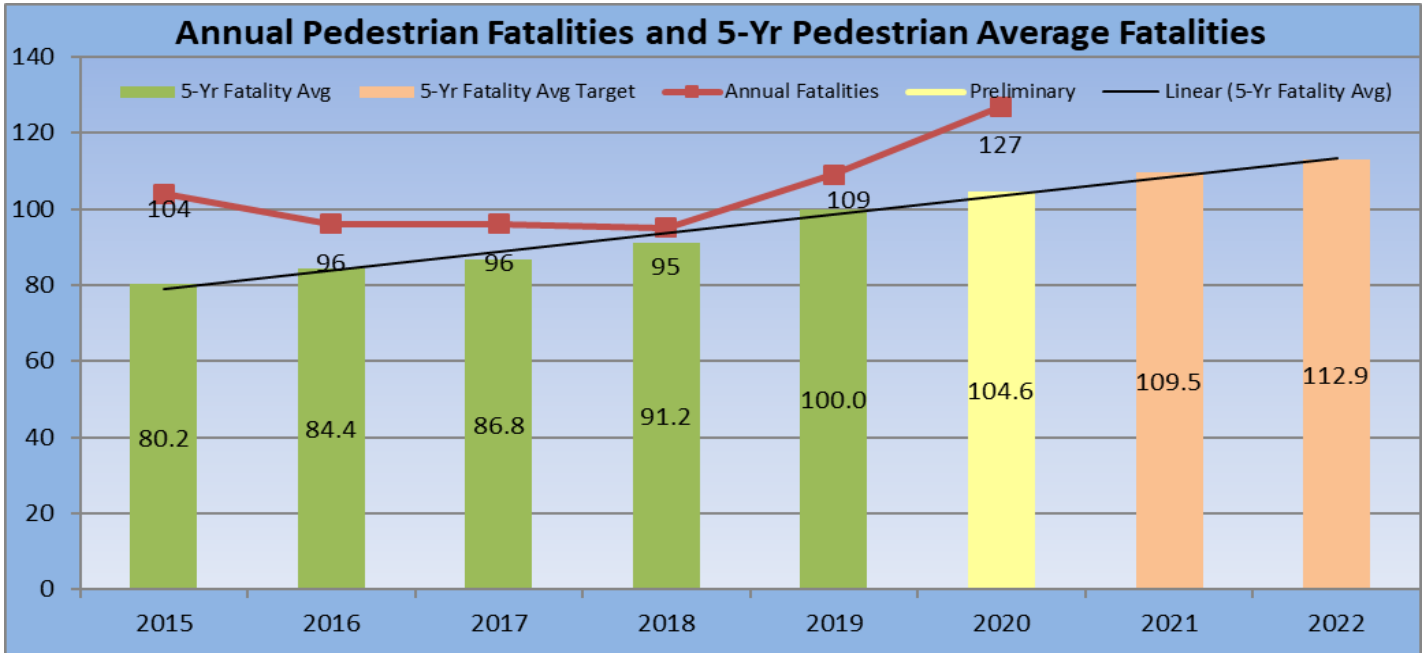
Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 16.2 unhelmeted motorcyclist fatalities by December 31, 2022.

### C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes (FARS)



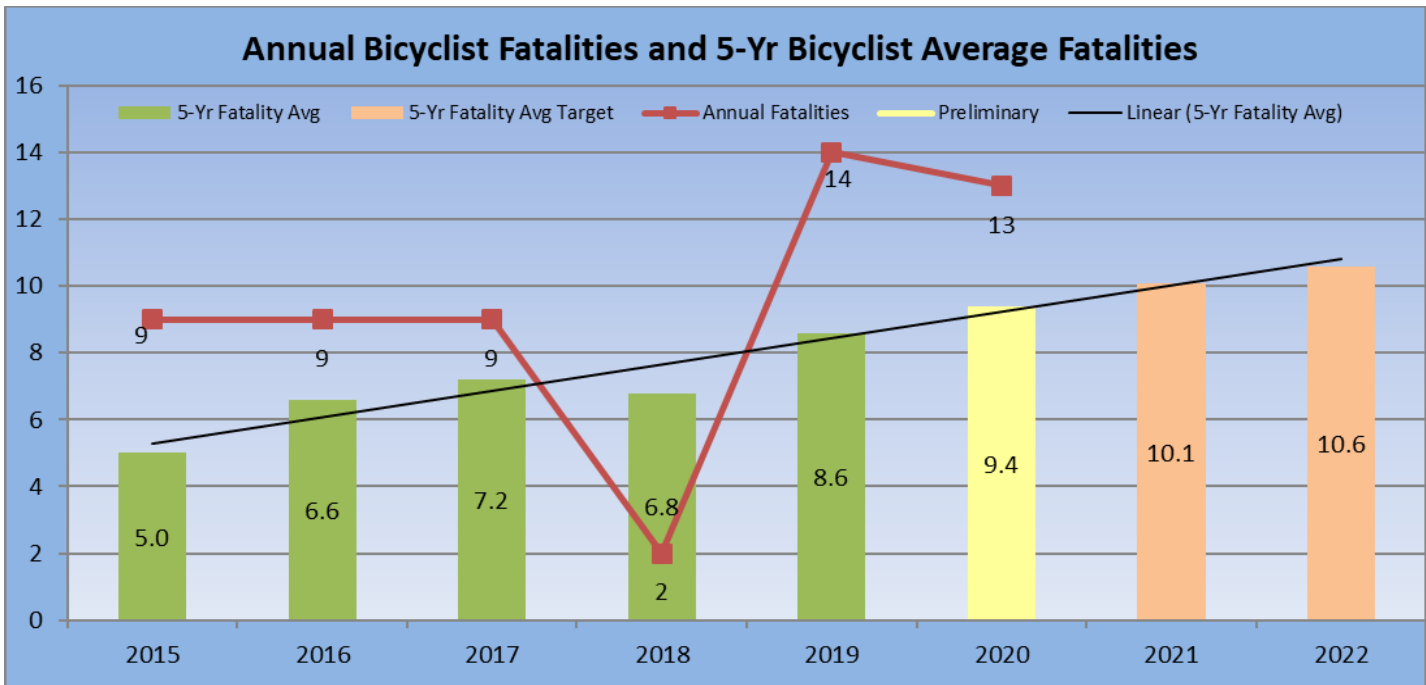
Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average of 105.6 drivers age 20 or younger involved in fatal crashes by December 31, 2022.

## C-10) Pedestrian Fatalities (FARS)



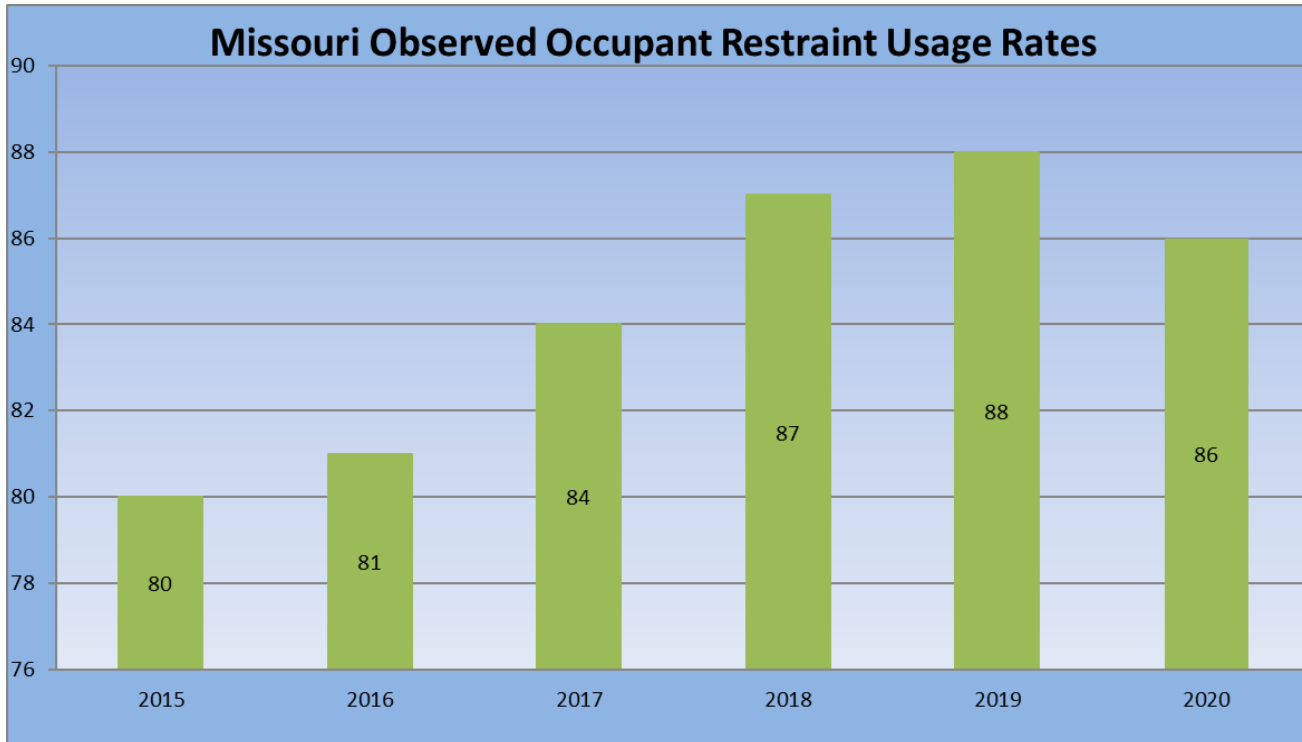
Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average of 112.9 pedestrian fatalities by December 31, 2022.

## C-11) Bicyclist Fatalities (FARS)



Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average of 10.6 bicyclist fatalities by December 31, 2022.

## B-1) Observed Belt Usage (Observed Seat Belt Use Survey)



Missouri's goal is to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point annually from the 2020 calendar base year rate of 86% to 88% by December 31, 2022.

## Performance Plan

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
C-1	Number of traffic fatalities (FARS)	5 Year	2018	2022	920.6
C-2	Number of serious injuries in traffic crashes (State crash data files)	5 Year	2018	2022	4,564.1
C-3	Fatalities/VMT (FARS, FHWA)	5 Year	2018	2022	1.205
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2018	2022	387.9
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2018	2022	222.8
C-6	Number of speeding-related fatalities (FARS)	5 Year	2018	2022	361.0
C-7	Number of motorcyclist fatalities (FARS)	5 Year	2018	2022	114.2
C-8	Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2018	2022	16.2
C-9	Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2018	2022	105.6
C-10	Number of pedestrian fatalities (FARS)	5 Year	2018	2022	112.9
C-11	Number of bicyclists fatalities (FARS)	5 Year	2018	2022	10.6
	<b>Core Behavior Measures</b>				
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2022	2022	88%
	<b>Activity Measures</b>	<b>Citations Issued</b>			
A-1	Number of seat belt citations issued during FY19 grant-funded enforcement activities	18,140			
A-2	Number of impaired driving arrests made during FY19 grant-funded enforcement activities	<b>5,030 (includes 450 Drug DWI arrests)</b>			
A-3	Number of speeding citations issued during FY19 grant-funded enforcement activities	<b>62,123</b>			

# Program areas

## Commercial Motor Vehicles

Commercial motor vehicles make up 22 percent of all traffic on Missouri interstates. Between 2015 and 2019, CMVs were involved in 9.4 percent of all traffic crashes, 14.4 percent of fatal traffic crashes, and 8.4 percent of serious injury crashes in Missouri. It's a common misconception that the CMV driver is usually responsible for the crash. During the last five years, when analyzing the known CMV drivers involved in fatal and serious injury crashes, 57 percent had no contributing circumstance to the crashes.

The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles. The goal of the MCSAP is to reduce CMV involved crashes, fatalities, and injuries through consistent, uniform and effective CMV safety programs. Investing grant monies in appropriate safety programs will increase the likelihood that safety defects, driver deficiencies, and unsafe motor carrier practices will be detected and corrected before they become contributing factors to crashes. The Highway Safety and Traffic Division administers MCSAP, but the MCSAP program operates under a separate federal grant. Goals, benchmarks and strategies are outlined within the Commercial Vehicle Safety Plan (CVSP), which is submitted to the Federal Motor Carrier Safety Administration

**Associated Performance Measures: N/A**

**Countermeasure Strategy: N/A**

## *Communications (Media)*

From 2005-2020, due to the combined efforts of highway safety advocates in the MCRS, 5,435 lives have been saved on MO roadways, a decrease of 21 percent.

The coalition credits a combination of law enforcement, educational efforts, emergency medical services, engineering enhancements and public policy as the successful formula for saving lives. However, the historic four “E’s” of safety must be expanded to include Evaluation and Everyone. Measuring success by Evaluation of performance measures holds each of us accountable for its success. In turn, addressing the need to change traffic safety culture challenges each person to make personal responsibility for their behavior as a roadway user and includes *EVERYONE*.

While our roads are safer than they have been in many years, there are still too many crashes and senseless deaths happening every year. We are committed to further reducing the number of traffic crashes in Missouri, so we must work even harder to reach those remaining people who haven’t gotten the message that:

- Seat belts save lives;
- Drinking and driving are a deadly mix;
- Speeding is a leading cause of serious injury and fatality crashes;
- Aggressive driving is dangerous and deadly driving;
- Distracted drivers are dangerous drivers; and
- Parents and caregivers must secure children in size-and age-appropriate car seats that are properly installed.

This is accomplished by developing highly visible, catchy campaigns that are coupled with strong enforcement efforts. We rely on our traffic safety partners to be active participants in these campaigns. Some of the most effective campaigns have been the national law enforcement mobilization efforts such as “Click It or Ticket” and “Drive Sober or Get Pulled Over”. People heard about the mobilizations in the media, and drivers were aware that the risk of apprehension was high. These campaigns have proven their ability to not only heighten awareness, but also to ultimately make positive behavioral changes. Specific substance-impaired messaging has been incorporated into all impaired driving messages, which includes illegal, prescription and over the counter drugs. These efforts have been beneficial in gaining attention and awareness to the dangers of driving under the influence of drugs and alcohol and have created a buzz of interaction among followers on social media.

Efforts to reach our state’s teens are prevalent throughout the year in structured conferences with TRACTION and educational seminars and assemblies with ThinkFirst and First Impact. These efforts promote safe driving practices for our younger, most vulnerable drivers.

Missouri’s Buckle Up Phone Down campaign has provided a grassroots effort that has impacted over 13,000 individuals and over 600 businesses by accepting the challenge and taking the pledge to buckle up the driver and all passengers in their vehicle and to put the phone down while driving.

In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook and Twitter, Instagram and SnapChat. Dynamic Message Boards (DMS) statewide help promote campaign awareness by alerting the traveling public to enforcement efforts.

## Associated Performance Measures

- **C-1)** Number of traffic fatalities (FARS)
- **C-2)** Number of serious injuries in traffic crashes (State crash data files)
- **C-4)** Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- **C-5)** Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- **C-10)** Number of pedestrian fatalities (FARS)
- **C-11)** Number of bicyclists fatalities (FARS)

## Countermeasure Strategy: Public Information and Education

### Project Safety Impacts

Paid media will be utilized to influence driver behavior in various fields including occupant protection, impaired driving, distracted driving, speed and aggressive driving, work zones, and bicycle and pedestrian awareness. Paid media, in conjunction with high visibility enforcement, is one of the most common Countermeasures That Work identified to influence behavior to reduce fatalities.

### Linkage Between Program Area

Missouri will use paid media to influence driver and passenger behavior in the fields of speed and aggressive driving, occupant protection, impaired driving, distracted driving, and bicycle/pedestrian awareness. This is in direct relation to core performance measure C1 and C2, overall fatality and serious injury crashes, and funds will be used to pay for both broadcast and social media and other promotions in conjunction with scheduled enforcement mobilizations. This is done to promote Missouri's traffic safety issues to improve understanding and increase compliance with state traffic laws, thereby reducing fatalities and serious injuries.

### Rationale

Paid media, in conjunction with high visibility enforcement, is one of the most common countermeasures identified to influence driver and passenger behavior. Missouri will utilize paid media in this scope to further reduce fatal and serious injury crashes.

## Planned activities in countermeasure strategy:

### *Alliance Sports Marketing*

Planned Activity Number: 154AL-2022-AL-83-00

Sub-Recipient: HSO

### Planned Activity Description

The funding will allow the HSO to contract with Alliance Sports Marketing to coordinate sponsorship elements with 20 sports venues throughout Missouri. This campaign brings the impaired driving message to dirt track venues and minor league sporting events where recreational activity and drinking occur.

Funding sources: 154 Transfer Funds-AL

Match: N/A

Eligible Use of Funds: 154 Alcohol

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$40,000.00	\$40,000.00	\$20,000.00

*Child Passenger Safety Paid Media*

Planned Activity Number: PM-2022-02-03-00

Sub-Recipient: HSO

Planned Activity Description

This funding will be used for a paid media campaign to target parents or care givers about the importance of properly restraining children as they travel on Missouri’s roadways. Media includes, but is not limited to, radio, digital, online, print and social media.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$25,000.00	\$50,000.00	\$50,000.00

*Click It or Ticket and Teen Seat Belt Paid Media*

Planned Activity Number: M2PE-2022-05-01-00

Sub-Recipient: HSO

Planned Activity Description

This funding will be used for paid media for the Click It or Ticket and Teen Seat Belt campaigns. In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through, but not limited to, traditional media vehicles (TV, radio, print, outdoor, digital) as well as through social media throughout the year.

Funding sources: FAST Act 405b OP Low

Match: N/A

Eligible Use of Funds: 405b Low Public Education

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$37,500.00	\$112,500.00	\$112,500.00	\$112,500.00

*PI Creative Services and Paid Media*

Planned Activity Number: PM-2022-02-04-00

Sub-Recipient: HSO

Planned Activity Description

This funding will be used for professional marketing services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include, but is not limited to, TV and radio scripts, and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for creative products. We are now also incorporating Spanish and captioning into all of our messages. These versions require additional funding.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$17,500.00	\$35,000.00	\$35,000.00



*Show-Me Zero Paid Media*

Planned Activity Number: PM-2022-02-09-00

Sub-Recipient: HSO

Planned Activity Description

Paid media for Show Me Zero and Buckle Up Phone Down campaigns.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$50,000.00	\$100,000.00	\$100,000.00

*Bike and Pedestrian Paid Media*

Planned Activity Number: PM-2022-02-01-00

Sub-Recipient: HSO

Planned Activity Description

This funding will provide a paid media campaign to promote safety awareness to pedestrians and bicyclists. Media includes, but is not limited to, radio, digital, online, print and social media.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$25,000.00	\$50,000.00	\$50,000.00

*Motorcycle Awareness Paid Media*

Planned Activity Number: PM-2022-11-00

Sub-Recipient: HSO

Planned Activity Description

Paid media for motorcycle awareness campaign.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$43,750.00	\$87,500.00	\$87,500.00

*Motorcycle Safety – Alliance Sports Marketing*

Planned Activity Number: PM-2022-10-00

Sub-Recipient: HSO

Planned Activity Description

Paid media for motorcycle rallies to spread awareness of riding sober and using proper safety gear.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$12,500.00	\$25,000.00	\$25,000.00

*Speed Awareness Paid Media*

Planned activity number: PM-2022-02-007-00

Sub-recipient: HSO

Planned Activity Description

The funding will provide a paid media campaign to address the issue of speeding drivers, as speed is one of the top three contributing circumstances to fatal crashes in Missouri. Media includes, but is not limited to, radio, digital, online, print and social media.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$37,500.00	\$75,000.00	\$75,000.00

*Farm Safety Awareness Paid Media*

Planned activity number: PM-2022-02-05-00

Sub-recipient: HSO

Planned Activity Description

The funding will provide paid media campaigns for awareness of slow-moving vehicles, with an emphasis on farm implements during spring planting and fall harvest. Media includes, but is not limited to, radio, digital, online, print and social media.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$7,500.00	\$15,000.00	\$15,000.00

*Work Zone Paid Media*

Planned Activity Number: PM-2022-02-08-00

Sub-Recipient: HSO

Planned Activity Description

Funding will provide paid media to supplement the statewide Work Zone Awareness campaign. Media includes, but is not limited to, radio, digital, online, print and social media.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$25,000.00	\$50,000.00	\$50,000.00

*Older Driver Safety Awareness Campaign*

Planned activity number: PM-2022-02-06-00

Sub-recipient: HSO

Planned Activity Description

The funding will provide a paid media campaign to coincide with Older Driver Safety Awareness Week in December 2021. Media includes, but is not limited to, radio, digital, online, print and social media.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Paid Advertising

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$12,500.00	\$25,000.00	\$25,000.00

*Drugged Driving Paid Media*

Planned Activity Number: M5PEM-2022-03-01-00

Sub-Recipient: HSO

Planned Activity Description

The funding will provide paid media for 4/20 and other impaired driving campaigns to spread drugged driving messages. Media includes, but is not limited to, radio, digital, online, print and social media.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Paid/Earned Media

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$100,000.00	\$300,000.00	\$600,000.00

*Impaired Driving Paid Media*

Planned Activity Number: 154AL-2022-AL-82-00

Sub-Recipient: HSO

Planned Activity Description

The funding will provide paid media campaigns for Drive Sober or Get Pulled Over, Youth Alcohol, Quarterly Impaired Driving Campaigns, and various other impaired driving efforts for, but not limited to, Super Bowl Sunday, Cinco De Mayo, statewide festivals, etc. This project includes Alcohol Impaired Driving Only. Media includes, but is not limited to radio, digital, online print and social media.

Funding sources: 154 Transfer Funds-AL

Match: N/A

Eligible Use of Funds: 154 Alcohol

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$100,000.00	\$300,000.00	\$600,000.00

## *Impaired Driving (Drug and Alcohol)*

Substance-impaired drivers contributed to 22.0 percent of Missouri's traffic crash fatalities during the past five years. Alcohol remains the primary contributor to substance-impaired driving crashes; however, the number of persons under the influence of prescription medications and/or illicit drugs continues to increase. Male drivers were more likely than females to be involved in substance-impaired driving crashes. During the past five years, males were responsible for 80.2 percent of substance-impaired driving fatalities. Nine percent of the children less than 15 years of age, who were killed in motor vehicle crashes over the last five years, were riding with a substance-impaired driver who often was an underage-impaired driver.

### *State Judicial Outreach Liaison:*

Missouri received special project funding from the American Bar Association to start a State Judicial Outreach Liaison (SJOL) program beginning July 2020. The goal of this project is to establish a peer-to-peer relationship with the judiciary of the State of Missouri in order to increase their knowledge and participation of State Highway Safety Office (SHSO) safety initiatives and increase the judiciary knowledge of challenges in adjudicating impaired driving cases. The SJOL will address these challenges through establishing a partnership with the judiciary by providing education and technical assistance utilizing resources such as current science, research and data, information on evidence-based sentencing practices, DWI Courts, Ignition Interlocks, case law, and offender assessment and treatment throughout the State. Also, the SJOL will contact as many court districts, as allowed by funding, to establish good working relationships with the courts and will seek input from those court districts the type of trainings needed in those areas for the judiciary. Further, the SJOL will work with the Missouri Department of Revenue to educate court districts and the judiciary regarding the need and use for the Ignition Interlock program in Missouri. Highway safety will measure the success of the SJOL program by monitoring completion of the goals and objectives of the program including: overall number of agencies contacted by the SJOL, overall meetings and/or trainings attended by the SJOL, overall meetings and/or trainings attended by judges and prosecutors conducted by the SJOL, and the dollars spent vs. dollars available for each SJOL.

The SJOL project is funded via a two-year grant from the American Bar Association. If the HSO determines the project is successful and an asset to continue, the HSO will seek to continue the project through NHTSA funding in the FY23 Highway Safety Plan.

### *Legislation regarding Sobriety Checkpoints:*

In 2017, the Missouri legislature drafted and approved an appropriations bill which restricted the HSO to fund one dollar toward sobriety checkpoints. This restriction has continued through each legislative session as of May 2021. As a result, there will be no highway safety funded sobriety checkpoints until further notice.

### **Associated Performance Measures**

- **C-5)** Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

## **Countermeasure Strategies:**

### **High Visibility Saturation Patrol**

#### Project Safety Impacts

High visibility enforcement will take place throughout Missouri via sustained, year-long efforts, which are supplemented by mini-grants during the Drive Sober or Get Pulled Over (DSOPGPO) national campaign in August and the Holiday Impaired Driving campaign in December. In addition, Missouri conducts quarterly DSOGPO enforcement projects in March, May and July. In addition to stopping motorists, enforcement will also include party and bar patrols where under-age drivers have gathered and are consuming alcohol prior to returning to their vehicles.

#### Linkage Between Program Area

Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 222.8 alcohol-impaired driving involved fatalities by December 31, 2022. High-visibility saturation patrols will be used throughout the year in addition to mini-grants during scheduled national mobilizations and party and bar patrols, supplemented with paid media, to target alcohol and drug-impaired drivers and underage drivers consuming alcohol. Funding will be utilized from 154 and 405d funds.

#### Rationale

High-visibility enforcement coupled with a strong-media campaign have been the foundation for Missouri's Impaired Driving program for years. Enforcement projects are selected based on crash data and prior performance, while media is selected to reach the young-male target audience through broadcast and social media. These efforts are a major component of Missouri's Impaired Driving Strategic Plan.

### **Court Monitoring**

#### Project Safety Impacts

Court monitoring will be used to ensure that impaired driving offenders will be held accountable for their actions. This is done through active monitoring of court cases to ensure sentencing is carried out correctly.

#### Linkage Between Program Area

In order to address core measure C-5, fatalities involving impaired drivers, court monitoring is used to ensure that impaired drivers who are arrested are tried in court and held accountable for their actions. Funds will be used to pay for court monitors through Mothers Against Drunk Driving.

#### Rationale

Mothers Against Drunk Driving utilizes a court monitoring program where monitors are sent throughout the state and observe court sessions involving impaired drivers. These monitors keep track of the various courts and make reports back on the courts that have issues. Action is then taken to address this issue with the individual courts.

### **Highway Safety Office Program Management**

#### Project Safety Impacts

High-visibility enforcement is one of the foundational efforts of Missouri's highway safety program. This goes not only for hazardous moving violations but also for substance-impaired drivers, whether alcohol or drug impaired. Efforts identified with this countermeasure strategy will be used to allow the highway safety office to fund enforcement efforts, pay for highway safety office coordination, and also fund other projects directly tied to substance-impaired driving enforcement. 154 funding will only be utilized for alcohol impairment enforcement.

Databases must be built, maintained, or enhanced to ensure data on DWI offenders is readily available, and officers who are specially trained to detect intoxicated and/or substance-impaired drivers are up to date on required training, and sub-recipients are able to perform grant related duties with minimal efforts.

#### Linkage Between Program Area

Funds will be used to allow for internal projects to address core measure C-5 addressing fatal crashes involving substance-impaired drivers. Crashes involving substance-impaired drivers account for 20-25% of Missouri crash fatalities each year.

With substance-impaired driving-related fatalities consistently accounting for 20-25% of Missouri's fatalities, core measure C-5, Number of Fatalities Involving an Alcohol-Impaired Driver, will be addressed by providing funding for establishing, maintaining and/or enhancing various databases that track driving while intoxicated or drug impaired offenders, or specially trained officers.

#### Rationale

Funding will be used to pay for internal projects which include substance-impaired driving enforcement, highway safety office coordination directed towards substance-impaired driving enforcement, and training for law enforcement officers. These projects will be directed towards all substance-impaired drivers including youth impaired drivers.

The DWI Tracking System provides a small amount of assistance to ensure offenders are tracked and DWI history is accurate. The DRE Sustainment project will keep Missouri's current DRE database functioning and provide funding to link Missouri's database into NHTSA's national database. The BA Instrument & SFST Program will continue to have enhancements made to track breath instrument maintenance and DWI officer training, similar to the DRE Database.

### **Alcohol Vendor Compliance Checks**

#### Project Safety Impacts

Impaired driving, no matter what age, is one of the most common crash causes not only in Missouri but throughout the United States. In Missouri specifically, from 2015-2019, there were 46 fatal crashes and 169 serious injury crashes involving an alcohol-impaired driver under the age of 21. In addition, there were 57 people killed and 219 seriously injured in these crashes. According to the Countermeasures that Work, 9<sup>th</sup> Edition, studies document that well-publicized and vigorous compliance checks reduce alcohol sales to youth; for example, a review of eight high quality studies found that compliance checks reduced sales to underage people by an average of 42%.

#### Linkage Between Program Area

Alcohol vendors are required to verify ages of young customers to ensure they are 21 or older. However, young people can obtain alcohol without much difficulty either without showing identification or providing counterfeit identification obtainable on the internet. The ease at which underage drivers can obtain alcohol either at retail outlets or bars, coupled with driving as they leave these establishments, increases the potential of impaired driving crashes that could have been prevented at the point of sale.

#### Rationale

Stopping underage drivers from purchasing alcohol will reduce young impaired driver crashes. Under-21 individuals who drive to a retail outlet, party or bar will most likely attempt to leave the same way. Preventing the purchase/consumption of alcohol will minimize the number of these young drivers from getting behind the wheel intoxicated.

## **Impaired Driving Law Enforcement Liaison**

### Project Safety Impacts

Three law enforcement liaisons are deployed throughout the State with the sole purpose of recruiting and/or encouraging law enforcement agencies to participate in Click It or Ticket and Drive Sober or Get Pulled Over national mobilizations, and quarterly efforts that Missouri sponsors to support these national mobilizations as well.

### Linkage Between Program Area

Funding is allocated to deploy law enforcement liaisons throughout the State to encourage agencies to participate in the national mobilizations which also reflect two of Missouri's major problem areas: seat belt use and impaired driving. The high visibility enforcement that results from these efforts directly affects driver behavior in these areas. Funding for Missouri's LEL program is allocated from both Section 402 and 405d funds.

### Rationale

Funding is allocated to deploy law enforcement liaisons throughout the State to encourage agencies to participate in the national mobilizations which also reflect two of Missouri's major problem areas: seat belt use and substance-impaired driving. The high visibility enforcement that results from these efforts directly affects driver behavior in these areas. Missouri has been encouraged for years by the NHTSA to implement an LEL program to encourage law enforcement participation and this program is now in its fourth year.

## **Law Enforcement Training**

### Project Safety Impacts

This countermeasure will be used to provide the training necessary for law-enforcement to both conduct active impaired driving enforcement as well as impaired driving investigations and crash investigations involving impaired drivers.

### Linkage Between Program Area

Impaired driving is a major problem in Missouri accounting for as much as 22% of Missouri's traffic crash fatalities during the past five years. In order to address impaired drivers, impaired driving crashes, and the investigations and quarterly activity associated with impaired driving violations, Missouri will use various sub recipients to provide the training necessary so that law enforcement has all the tools available to them in order to combat impaired driving.

### Rationale

The Missouri Safety Center will provide training in both standardized field sobriety testing and drug recognition expert training. In addition, the Missouri Department of Revenue will receive funding to provide training to prosecutors and law enforcement on current Missouri impaired driving statutes and case law.

## **Ignition Interlocks**

### Project Safety Impacts

According to the Countermeasures That Work Ninth Edition, an ignition interlock prevents a vehicle from starting unless the driver provides a breath sample with a BAC lower than a pre-set level, which is .025 BrAC. Interlocks typically are used as a condition of probation for DWI offenders, to prevent them from driving while impaired by alcohol after their driver's licenses have been reinstated.

### Linkage Between Program Area

Ignition Interlock system directly relates with performance measure C-5 – Number of fatalities with a driver with .08 or above in that it is a system designed to keep repeat offenders off of the roadways, which in turn will keep the number of fatalities at a minimum in this performance measure.

### Rationale

The rationale for selecting the countermeasure strategy is that ignition interlocks have demonstrated effectiveness in controlling impaired driving while they are installed. Having a database to help the agency partners trouble shoot areas of concerns with these interlock systems will be beneficial to the users of the systems and the community. The funding allocation is 154 funds.

### **Prosecutor Training**

#### Project Safety Impacts

In order to keep Missouri's prosecutors trained on the most current impaired driving court cases and state laws, Missouri will fund two projects to provide this training to ensure impaired drivers get either the punishment or treatment necessary to reduce repeat cases of impaired driving.

### Linkage Between Program Area

With impaired driving-related fatalities consistently accounting for 20-25% of Missouri's fatalities, core measure C-5, Number of Fatalities Involving an Alcohol-Impaired Driver, will be addressed by providing funding for training to prosecutors to keep up to date in Missouri State and case laws affecting impaired driving.

### Rationale

Prosecutor training will be conducted by Missouri's Office of Prosecution Services (MOPS) and the Missouri Department of Revenue (DOR). MOPS houses Missouri's Traffic Safety Resource Prosecutor while DOR will use funding to cover salary and costs for a dedicated impaired driving attorney and assistant, who provide court case and training assistance throughout Missouri.

### **Offender Alcohol Assessment/Treatment**

#### Project Safety Impacts

DWI courts provide a cost-effective alternative to the traditional criminal justice system in addressing the risk to public safety caused by hardcore impaired drivers. This project covers costs associated with establishing new DWI Courts in the state.

### Linkage Between Program Area

This countermeasure strategy addresses core measure C-5, Number of Fatal Crashes Involving Impaired Drivers, but assisting Missouri's court system in establishing DWI Treatment Courts. Funds will be utilized by the Office of State Courts Administrator to establish and maintain these courts.

### Rationale

The Missouri Supreme Court adopted Court Operating Rule (COR) 26, which requires all courts that seek to establish a DWI court or docket to submit a Plan of Operation to the Drug Courts Coordinating Commission for approval before issuing a limited driving privilege. Funding for this countermeasure will be used in one project with the Office of State Courts Administrator to cover costs associated with establishing new DWI Courts in the state. Those costs include lab testing, offender supervision, law enforcement trackers, treatment, educational materials, training, and travel expenses.



## School Programs

### Project Safety Impacts

Young drivers will be educated on the dangers of impaired driving via a number of school-based projects.

### Linkage Between Program Area

With impaired driving-related fatalities consistently accounting for 20-25% of Missouri's fatalities, core measure C-5, Number of Fatalities Involving an Alcohol-Impaired Driver, will be addressed by providing funding to various sub-recipients to provide education regarding the dangers and consequences of driving impaired, or fund the impaired driving portion of a larger traffic safety program.

### Rationale

Each of the planned activities named below provide education and training to young drivers on the dangers of impaired driving. The MADD Power of Parents and Power of Youth project also includes education for parents, while SMART, CHEERS, DRIVE SAFE, DRIVE SMART project also trains servers at alcohol vending establishments. The ThinkFirst-Youth Alcohol and Safe Communities/TRACTION Youth Impaired are the impaired driving components of larger traffic safety programs funded under the Young Driver program area.

## **Planned activities in countermeasure strategies:**

### *Court Monitoring Program*

Planned activity number: M5CS-2022-03-03-00

Sub-recipient: Mothers Against  
Drunk Driving

### Planned Activity Description

Mothers Against Drunk Driving continues to partner with the Office of Highway Safety to track and monitor DWI offenses (misdemeanor and felony) in specific, targeted counties in Missouri. Through data collected, any trends and/or breakdowns that occur throughout the judicial proceedings will be identified, analyzed and offered solutions. Court monitoring in the state is conducted by both paid and volunteer staff with MADD. Funding for this project covers salaries for coordination of the program, travel expenses, office supplies and indirect costs.

Funding sources: FAST Act 405d Impaired Driving Mid  
Eligible Use of Funds: 405d Mid Court Support

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$15,769.46	\$47,308.39	\$94,616.78

### *154 Impaired Driving Enforcement*

Planned activity number: 154AL-2022-AL-00-GO

### Planned Activity Description

Funding will be used to pay for law enforcement activity including officer overtime, dedicated hours, and fringe to conduct enforcement of drunken driving and underage drinking/driving. Equipment will cover police vehicles, flares, in-car video systems, vehicle lighting, preliminary breath testers/mouthpieces, dry gas simulators, wireless air cards, traffic cones, flashlights and licenses for counterfeit driver's license scanner/detectors. Funding will also be utilized to provide training for law enforcement.

Sub-recipients

Arnold Police Dept., Ballwin Police Dept., Benton County Sheriff's Office, Blue Springs Police Dept., Bolivar Police Dept., Boone County Sheriff's Dept., Branson Police Dept., Buckner Police Dept., Calverton Park Police Dept., Camden County Sheriff's Office, Cape Girardeau County Sheriff's Office, Cape Girardeau Police Dept., Cartersville Police Dept., Cass County Sheriff's Office, Chesterfield Police Dept., Christian County Sheriff's Office, City of St. Louis Police Division, Clark County Sheriff's Office, Clay County Sheriff's Office, Clayton Police Dept., Cole County Sheriff's Dept., Columbia Police Dept., Cottleville Police Dept., Crawford County Sheriff's Office, Creve Coeur Police Dept., Crocker Police Dept., Crystal City Police Dept., Des Peres Dept. of Public Safety, Ellisville Police Dept., Eureka Police Dept., Florissant Police Dept., Franklin County Sheriff's Office, Gladstone Dept. of Public Safety, Grain Valley Police Dept., Grandview Police Dept., Greene County Sheriff's Office, Greenwood Police Dept., Harrisonville Police Dept., Hazelwood Police Dept., Highway Safety and Traffic Division, Hollister Police Dept., Houston Police Dept., Independence Police Dept., Jackson County Sheriff's Office, Jackson Police Dept., Jasper County Sheriff's Office, Jefferson City Police Dept., Jefferson County Sheriff's Office, Johnson County Sheriff's Dept., Joplin Police Dept., Kansas City MO Board of Police Commissioners, Kennett Police Dept., Lake St. Louis Police Dept., Lamar Police Dept., Lawrence County Sheriff's Dept., Liberty Police Dept., Licking Police Dept., Livingston County Sheriff's Dept., Macon Police Dept., Manchester Police Dept., Marshall Police Dept., Maryland Heights Police Dept., Moberly Police Dept., Morgan County Sheriff's Office, Mountain View Police Dept., Neosho Police Dept., Nevada Police Dept., New Haven Police Dept., Newton County Sheriff's Office, Nixa Police Dept., Oak Grove Police Dept., O'Fallon Police Dept., Olivette Police Dept., Osage Beach Police Department, Overland Police Dept., Ozark Police Dept., Pevely Police Dept., Phelps County Sheriff's Dept., Platte County Sheriff's Office, Pleasant Hill Police Dept., Potosi Police Dept., Raymore Police Dept., Republic Police Dept., Rogersville Police Dept., Rolla Police Dept., Sedalia Police Dept., Springfield Police Dept., St. Charles City Police Dept., St. Clair County Sheriff's Office, St. Clair Police Dept., St. John Police Dept., St. Joseph Police Dept., St. Louis County Police Dept., St. Peters Police Dept., St. Robert Police Dept., Sullivan Police Dept., Troy Police Dept., Warrenton Police Dept., Washington County Sheriff's Office, Washington Police Dept., Webster County Sheriff's Office, Wentzville Police Dept., West Plains Police Dept., Winfield Police Dept.

Funding sources: 154 Transfer Funds-AL  
Eligible Use of Funds: 154 Alcohol

Match: \$963,875.69  
Local Benefit: \$4,361,333.65

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$1,986,117.21	\$1,986,117.21	\$993,058.61

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share
Patrol Vehicle	1	\$39,279.00	\$39,279.00	\$39,279.00
Patrol Vehicle	2	\$54,000.00	\$108,000.00	\$108,000.00
Patrol Vehicle	1	\$52,000.00	\$52,000.00	\$52,000.00
Patrol Vehicle	1	\$55,040.00	\$55,040.00	\$55,040.00
Patrol Vehicle	1	\$40,000.00	\$40,000.00	\$40,000.00
Patrol Vehicle	1	\$55,000.00	\$55,000.00	\$55,000.00
Radio	1	\$5,629.00	\$5,629.00	\$5,629.00

*BA Instrument & SFST-Build, Deploy, Support*

Planned activity number: M5OT-2022-03-04-00

Sub-recipient: REJIS

Planned Activity Description

The Highway Safety Office contracts with the REJIS Commission to build and host an automated system for Breath Instruments and SFST Instructors. Breath Instrument are placed through the Missouri Safety Center with agencies throughout the state and need to be tracked. In addition, a database that houses information regarding qualified SFST Instructors is needed to support the impaired driving program and the arrest and prosecution of DWI arrests. Ensuring that Missouri’s breath instruments are maintained properly and according to a mandatory fixed schedule will minimize challenges to the instruments’ results defense counsels in court proceedings. Similarly, by being able to track SFST instructors and their training, Missouri’s SFST instructors (and those they instruct) will be as professionally trained as possible which will also minimize challenges to their credentials in court. This project will be on-going and will host support and enhancements of the database.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Other Based on Problem ID

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$8,572.00	\$25,715.99	\$51,431.97

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share
BAIT/SFST Database Build	1	\$29,120.00	\$29,120.00	\$29,120.00

*405d Impaired Driving Enforcement*

Planned activity number: M5HVE-2022-03-00-GO

Planned Activity Description

Funding will be used to pay for law enforcement officer enforcement activity (including fringe), police vehicles, and equipment to include flares, in-car video systems, vehicle lighting, preliminary breath testers/mouthpieces, dry gas simulators, wireless air cards, traffic cones and flashlights. Funding will also be utilized to provide training for law enforcement in impaired driving traffic safety countermeasures.

Sub-recipients

Belton Police Dept., Boone County Sheriff’s Dept., Christian County Sheriff’s Office, Columbia Police Dept., Grandview Police Dept., Greene County Sheriff’s Office, Highway Safety and Traffic Division, Jackson County Sheriff’s Office, Kearney Police Dept., Lamar Police Dept., Lee’s Summit Police Dept., MO State Highway Patrol, Smithville Police Dept., Springfield Police Dept., St. Louis County Police Dept., Union Police Dept., University City Police Dept., Vernon County Sheriff’s Office, Washington Police Dept., Waynesville Police Dept., Webb City Police Dept, MO Div. of Alcohol and Tobacco Control.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: \$316,231.85

Eligible Use of Funds: 405d Mid HVE

Local Benefit: \$871,801.61

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$155,880.16	\$347,640.48	\$695,280.97

*Enforcement – Drive Sober Campaign*

Planned activity number: 154AL-2022-AL-A4-00

Sub-recipient: MO Safety Center

Planned Activity Description

The Missouri Safety Center (MSC) will encourage law enforcement agencies to participate in the State's DWI enforcement and special mobilization efforts. This will be through sub-award grants to law enforcement agencies, selected by Missouri's HSTD making available overtime funds.

Funding sources: 154 Transfer Funds-AL

Match: N/A

Eligible Use of Funds: 154 Alcohol

Local Benefit: \$450,625.00

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$229,214.99	\$229,214.99	\$114,607.49

*Impaired Driving Project*

Planned activity number: M5OT-2022-03-06-00

Sub-recipient: HSO

Planned Activity Description

This project will cover activities in the impaired driving program area including: development and printing costs; educational programs; travel expenses for speaking engagements or conferences; supplies for training programs or educational activities, etc.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Other Based on Problem ID

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$2,500.00	\$7,500.00	\$15,000.00

*DWI Tracking System (DWITS)*

Planned activity number: M5HVE-2022-03-01-00

Sub-recipient: MO State Hwy. Patrol

Planned Activity Description

The DWITS provides a means of tracking driving while intoxicated (DWI) offenses through their full life cycle -- from arrest to final court disposition. The Missouri State Highway Patrol offers regional training seminars on the DWI Tracking System with training curriculum geared toward law enforcement agencies, prosecuting attorney offices and courts. Budget items include postage, supplies for DWITS tutorials and travel expenses.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid HVE

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$487.50	\$1,462.50	\$2,925.00

*2022 405d Impaired Driving Coordination*

Planned activity number: M5IDC-2022-03-01-00

Sub-recipient: HSO

Planned Activity Description

Funding will be allocated for coordination activities. Costs will include salaries, fringe benefits and travel by highway safety program staff.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid ID Coordinator

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$8,125.00	\$24,375.00	\$48,750.00

*DWI Enforcement Training*

Planned activity number: M5TR-2022-03-06-00

Sub-recipient: Missouri Southern State University

Planned Activity Description

Missouri Southern State University provides training to law enforcement in the area of impaired driving. The courses offered are DWI Crash Investigation, DWI Enforcement Strategies for Small Departments, SFST Update, ARIDE, and Effective Report Writing and Courtroom Testimony for the Patrol Officer: A Survival Guide for the DWI Investigator. Highway Safety Funding covers instructor fees, educational materials, monitor fees (if required), meeting room fees, cleaning/maintenance for meeting rooms, certificate of completion creation and distribution (if needs to be mailed) and advertising fee (if needed).

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Training

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	4,150.00	\$12,450.00	\$24,900.00

*BAC/DRE/SFST/ARIDE Training*

Planned activity number: M5TR-2022-03-07-00

Sub-recipient: MO State Hwy. Patrol

Planned Activity Description

This project covers impaired driving training for both the Missouri State Highway Patrol and local law enforcement agencies. Some of the training is for continuing education for Highway Patrol staff, while other training is hosted at the Highway Patrol Training Academy. The grant covers expenses associated with attendance at national impaired driving conferences/training and courses offered at the Highway Patrol Training Academy such as Breath Alcohol training, SFST Instructor, ARIDE and DRE training/recertification. Some equipment will also be purchased under this grant for and the DREs.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Training

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	12,500.00	\$37,500.00	\$75,000.00

*Drug Impaired Driving*

Planned activity number: M5OT-2022-03-01-00

Sub-recipient: MO Safety Center

Planned Activity Description

The Highway Safety Office contracts with the Missouri Safety Center for coordination of the DRE program in the state. The DRE State Coordinator provides oversight of the program and works with members of the DRE/SFST Technical Panel, chaired by a member of the Missouri State Highway Patrol. This project covers salaries, equipment, operational and travel expenses and indirect costs.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Other Based on Problem ID

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$32,197.91	\$96,383.72	\$192,767.43

*DRE Sustainment and Enhancements*

Planned activity number: M5OT-2022-03-05-00

Sub-recipient: REJIS

Planned Activity Description

The Highway Safety Office contracts with the REJIS Commission to host an automated system for data collection, data sharing, tracking of certification and overall administration of the DRE program. This system allows for automatic transmission of drug evaluations to the regional coordinators.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Other Based on Problem ID

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$5,579.42	\$16,738.25	\$33,476.49

*Multi-Track DWI Court Pilot*

Planned activity number: M5CS-2022-03-01-00

Sub-recipient: Boone County –  
Treatment Court Center

Planned Activity Description

The Boone County DWI Court team is comprised of a multi-disciplinary team, in accordance with national best practice standards. Funding will be utilized to obtain vital training for the MO DWI Team members to establish a Multi-Track Treatment Court Model approach to participant’s treatment plans. The court staff would attend the National Association of Drug Court Professional annual conference on July 25-28, 2022 in Nashville, TN to learn about evidence-based best practices for treatment courts. Funding would provide for NADCP conference registration, transportation and airfare, lodging, and meals. Further, the court staff would visit a mentor court in San Joaquin County, California, for the San Joaquin DWI Court team to visit the MO DWI Team providing for transportation and airfare, meals and lodging.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Court Support

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$5,086.25	\$15,258.75	\$30,517.50

*Impaired Driving Countermeasures*

Planned activity number: 154AL-2022-AL-D1-00

Sub-recipient: MO Safety Center

Planned Activity Description

The Missouri Safety Center provides professional staff for coordination of the breath alcohol, SFST, and ignition interlock programs. The Safety Center provides oversight of breath instrument placement, maintenance and service, inventory, and technical assistance across the State. In addition, MSC provides technical assistance in the area of ignition interlocks by monitoring the ignition interlock service centers and field-testing ignition interlock devices to determine compliance with the administrative rules governing the program. The MSC provides a call center for those who have questions about each of the programs and DWI clients who have questions regarding ignition interlocks. The funding covers costs such as salaries and fringe, equipment, operational expenses, training, travel, and indirect costs.

Funding sources: 154 Transfer Funds-AL

Match: N/A

Eligible Use of Funds: 154 Alcohol

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$300,990.63	\$300,990.63	\$150,495.31

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share
Impaired Driving Equipment	1	\$8,375.00	\$41,875.00	\$41,875.00

*Alcohol Safety Awareness and Prevention*

Planned activity number: M5TR-2022-03-04-00

Sub-recipient: MO Div. of Alcohol & Tobacco Control

Planned Activity Description

Server Training is designed to address the problem of underage drinking and over-service of patrons. Simply put, bar patrons may not be driving at the time of service, but they will be after leaving the bar. Stopping the problem at the source will help prevent underage impaired drivers and over-served individuals from getting behind the wheel and potentially being involved in a serious injury or fatal crash. The program teaches responsible retail practices and gives the retailer the knowledge and tools to prevent service of alcohol to minors and over-intoxicated patrons. This program is a one stop shop for retailers to get all the information needed to legally operate and assist in preventing underage drinking and driving crashes. ATC Agents will provide training to servers which includes distributing ID Checking Guides and liquor law books provided through this project. Through this training liquor establishments will gain an understanding of Missouri’s liquor laws and the liabilities they may encounter with underage or over-served patrons.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Training

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$10,625.00	\$31,875.00	\$63,750.00

*Ignition Interlock Program Database*

Planned activity number: 154AL-2022-AL-A3-00

Sub-recipient: HSO

Planned Activity Description

To continue to develop and implement the database/tracking system that was started in FY2019 for MoDOT, Missouri Department of Revenue and Missouri Safety Center to track issues with ignition interlock devices.

Funding sources: 154 Transfer Funds-AL  
Eligible Use of Funds: 154 Alcohol

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$14,000.00	\$14,000.00	\$7,000.00

*Impaired Driving Program*

Planned activity number: M5TR-2022-03-02-00

Sub-recipient: HSO

Planned Activity Description

The majority of this project supports three, POST Certified, Youth Impaired Law Enforcement Trainings annually. In the 6-hour class, law enforcement officers gain knowledge on how to enforce underage drinking laws as well as how to reduce underage drinking and impaired driving. Topics vary from year to year. The funding will be used for travel expenses, speaker fees and resource materials to support existing impaired driving programs in Missouri.

Funding sources: FAST Act 405d Impaired Driving Mid  
Eligible Use of Funds: 405d Mid Training

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$2,187.50	\$6,562.50	\$13,125.00

*DOR and Law Enforcement Training*

Planned activity number: M5OT-2022-03-03-00

Sub-recipient: MO Dept. of Revenue

Planned Activity Description

The Office of Highway Safety provides grant funding to the Missouri Department of Revenue for staff attorney training and regional workshops for law enforcement. It is imperative to keep both law enforcement and the department attorneys updated in current impaired-driving related training and apprised of new case law in the state. The funding covers printing and any travel expenses that are incurred.

Funding sources: FAST Act 405d Impaired Driving Mid  
Eligible Use of Funds: 405d Mid Other Based on Problem ID

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$3,658.13	\$10,974.38	\$21,948.75



*Traffic Safety Resource Prosecutor*

Planned activity number: M5CS-2022-03-02-00

Sub-recipient: MO Office of  
Prosecution

Planned Activity Description

This project provides for two traffic safety resource prosecutors (TSRP) that focus on traffic safety issues, particularly impaired driving, and serve as a resource to other prosecutors and law enforcement officers. The Deputy Director of the Missouri Office of Prosecution Services serves half-time as a TSRP and a special prosecutor in the office serves fulltime. The TSRP Program will provide training to law enforcement, prosecutors and other traffic safety advocates in the state. Traffic Safety Newsletters will be sent out as necessary to inform the criminal justice community of any new issues and provide an update on case law. In addition, the TSRP program will provide technical assistance and serve as special prosecutor on some cases. The funding for this project covers salaries, coordination costs for training programs, operational & educational expenses and travel expenses.

Funding sources: FAST Act 405d Impaired Driving Mid  
Eligible Use of Funds: 405d Mid Court Support

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$12,500.00	\$37,500.00	\$75,000.00

*Attorney and Management Analyst*

Planned activity number: M5OT-2022-03-02-00

Sub-recipient: MO Dept. of Revenue

Planned Activity Description

This project provides for Appellate Counsel (AP) for the Department of Revenue (DOR) for impaired driving cases. The AP works with the Missouri State Highway Patrol, the Missouri Safety Center and other law enforcement agencies to train officers in impaired driving laws, historical case law, and provides dedicated legal representation to DOR for appeals to the Missouri appellate courts. Also provided for is a Management Analyst (MA) under the direct supervision of the AP. The MA compiles statistical data on chemical refusal cases and promotes strict prosecution standards for repeat offenders and ignition interlock requirements. The MA further conducts extensive background checks for all applicants for reinstatement on five and ten-year license denials, and for limited driving privileges, with special emphasis on those subject to five- and ten-year license denials, and offenders enrolled in certified DWI Court programs statewide. The MA also serves as Ignition Interlock Device (IID) Coordinator for DOR to monitor those offenders required to maintain proof of installation of an IID for either limited privileges or license reinstatement. The MA provides training to law enforcement, prosecutors and judges on IIDs and helps to shape rules, processes and laws regarding IIDs, and criminal history checks.

Funding sources: FAST Act 405d Impaired Driving Mid  
Eligible Use of Funds: 405d Mid Other Based on Problem ID

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$19,484.96	\$58,454.87	\$116,909.75

*HSTD Statewide 154AL Program*

Planned activity number: 154AL-2022-AL-00-00

Sub-recipient: HSO

Planned Activity Description

This project is for a statewide effort to improve alcohol impaired driving programs. When needed, this account will be reduced to fund specific sub-recipient agreements.

Funding sources: 154 Transfer Funds-AL

Match: N/A

Eligible Use of Funds: 154 Alcohol

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$0	\$2,730,000.00	\$2,730,000.00

*HSTD Statewide 405d Impaired Driving Mid*

Planned activity number: M5X-2022-03-00-00

Sub-recipient: HSO

Planned Activity Description

This project is for a statewide effort to improve impaired driving programs. When needed, this account will be reduced to fund specific sub-recipient agreements.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Impaired Driving Mid

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$440,000.00	\$1,320,000.00	\$2,640,000.00

*SMART, CHEERS, DRIVE SAFE, DRIVE SMART*

Planned activity number: M5TR-2022-03-05-00

Sub-recipient: Univ. of MO Curators

Planned Activity Description

The Drive Safe, Drive Smart educational campaign, the SMART responsible beverage service online and live training programs address the driving issues facing college students throughout the state of Missouri and the communities that they impact. With the Missouri Partners in Prevention statewide network of 24 campuses, programs will be implemented that have proven successful at increasing awareness, providing education, enacting behavior change, and improving enforcement of laws and policies on college campuses and in their communities. The programs also work with retail and liquor establishments to educate employees on over service of alcohol and selling to minors. The funding will provide training, salary, Meeting of the Minds conference support, educational materials and operational expenses of the program.

Funding sources: FAST Act 405d Impaired Driving Mid

Match: N/A

Eligible Use of Funds: 405d Mid Training

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$42,500	\$127,500.00	\$255,000.00

*Alcohol Law Enforcement Liaison (LEL)*

Planned activity number: M5HVE-2022-03-31-00

Sub-recipient: MO Safety Center

Planned Activity Description

The Missouri Safety Center will employ up to three law enforcement liaisons (LEL) to meet the goals and objectives of the impaired driving program area.

Funding sources: FAST Act 405d Impaired Driving Mid  
Eligible Use of Funds: 405d Mid HVE

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$21,232.47	\$63,697.41	\$127,394.81

*Safe and Sober*

Planned activity number: M5TR-2022-03-01-00

Sub-recipient: Safe and Sober, Inc.

Planned Activity Description

The Safe and Sober Program is an effective program that educates students for free on the dangers of drugs and alcohol while reinforcing positive decision making and responsibility. The program is designed to give high school and middle school students, along with their parents and teachers, the information they need to prevent underage drinking impairment. By properly educating students and their parents on the criminal, civil, personal and emotional consequences of underage drinking, the hope is to encourage safe choices both now and as the students' transition toward adulthood. The funding will provide support for equipment, program development, travel, educational materials and operational expenses of the program. Safe and Sober will now produce their own videos for their school programs and social media pages.

Funding sources: FAST Act 405d Impaired Driving Mid  
Eligible Use of Funds: 405d Mid Training

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$43,027.00	\$129,081.00	\$258,162.00

*MADD Power of Parents and Power of Youth*

Planned activity number: 154AL-2022-AL-D0-00

Sub-recipient: Mothers Against  
Drunk Driving

Planned Activity Description

MADD Power of Parents and Power of Youth programs are part of a community mobilization to educate entire communities about the dangers and impact of underage alcohol use and drunken driving. Power of Parents seek to equip parents to have intentional, ongoing and potentially lifesaving conversations about alcohol with their kids. Power of Youth empowers teens to resist peer pressure to make smart, healthy decisions about not drinking alcohol before they turn 21 and to never get in a car after drinking nor with someone who has been drinking. MADD is focused on tackling underage drinking, a problem that threatens the safety of youth and endangers entire communities. Funding will be used to support travel, training, educational materials and operational expenses of the program.

Funding sources: 154 Transfer Funds-AL  
Eligible Use of Funds: 154 Alcohol

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$45,000.00	\$45,000.00	\$22,500.00

## Motorcycle Safety

A motorcycle is inherently more difficult to operate than a passenger vehicle, requiring more physical skill and offering riders almost no protection in a crash. Between 2015 and 2019 in Missouri, motorcycle operators were involved in 563 fatalities. Of those 563 fatalities, 558 were the motorcycle drivers and/or riders. Motorcycles currently represent 2 percent of the registered vehicles in Missouri but were involved in 13.0 percent of all fatal traffic crashes during the last five years (2015-2019).

An area of concern is the number of unlicensed and improperly licensed motorcycle operators involved in crashes. Between 2015 and 2019, 45.6 percent of the motorcycle involved fatalities involved an unlicensed or improperly licensed motorcycle operator.

### Repeal of Universal Helmet Law

Unfortunately, Missouri repealed its universal helmet law, which is effective August 28, 2020. The helmet law now only covers those under 26 years of age or anyone only operating on a permit and is only allowed as a secondary offense. Based on this repeal and results other states experienced after repealing helmet laws, Missouri expects lower helmet usage and performance measures C-7 and C-8 (Number of Motorcycle Fatalities and Number of Unhelmeted Motorcycle Fatalities) to be negatively impacted. Missouri is forecasting an increase of 30-35 motorcyclist fatalities each year. In addition, over the last 3 years Missouri has averaged 15 unhelmeted motorcyclist fatalities per year, which is now expected to increase. This is a measure that will be closely watched over the next few years to determine the effect on fatalities.

### **Associated Performance Measures**

- C-7) Number of motorcyclist fatalities (FARS)
- C-8) Number of unhelmeted motorcyclist fatalities (FARS)

### **Countermeasure Strategy: Public Information and Education**

#### Project Safety Impacts

Motorcycle rider training will be utilized to educate motorcyclists on safe riding practices.

#### Linkage Between Program Area

Motorcyclists represent more than ten percent of fatalities on Missouri's roadways, far over-represented when comparing the actual number of motorcyclists versus automobiles. Missouri will utilize Motorcycle Rider Training to educate motorcyclists on safe riding practices, to reduce the overall number of motorcyclist fatalities (Core Measure C-5) and number of unhelmeted motorcyclist fatalities (Core Measure C-8).

#### Rationale

Motorcycle Rider Training will be utilized to educate motorcyclists on safe riding practices. Training will take place hands-on and in classroom settings by the Springfield Police Department and the Missouri Safety Center, and through coordination via the Missouri Safety Center of the Missouri Motorcycle Safety Program.

**Planned activities in countermeasure strategies:**

*Civilian Motorcycle Safety Course*

Planned Activity Number: M11X-2022-12-02-00

Sub-recipient: Springfield PD

Planned Activity Description

Four civilian motorcycle safety courses held during the fiscal year in which 120 civilians are provided with instruction in safe motorcycle operation techniques.

Funding sources: FAST Act 405f

Match: N/A

Eligible Use of Funds: 405f Motorcycle Safety Programs

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$1,053.13	\$2,106.25	\$9,478.13	\$8,425.00

*405f Motorcycle Training and Awareness*

Planned Activity Number: M11X-2022-12-01-00

Sub-recipient: HSO

Planned Activity Description

This project will be utilized for motorcyclist safety training and motorcyclist awareness programs provided by the Missouri Motorcycle Safety Program (MMSP) through the Missouri Safety Center, including training curricula, urban and rural motorcycle training, training motorcycles, instructional materials, mobile training units, lease or purchase of skill training facilities, and to retain or increase the number of instructors.

Funding sources: FAST Act 405f

Match: N/A

Eligible Use of Funds: 405f Motorcycle Safety Programs

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$5,071.88	\$10,143.75	\$45,646.88	\$40,575.00

## *Non-motorized (Pedestrian and Bicyclist)*

Walking and bicycle riding are essential transportation modes for many Missourians. For transit or motor vehicle users, every trip begins and ends as a pedestrian. Public health, economic, and environmental factors are elevating the importance of these modes. Many Missourians do not have access to a personal vehicle, are not physically capable of driving, simply decide not to drive, or delay licensure. Across Missouri, communities are responding with changes to land-use development practices and complete streets policies.

Many of the urban areas like St. Louis, Kansas City, Springfield and Columbia have robust pedestrian and bicyclist networks.

Motor vehicle crashes involving pedestrians do not occur in extremely large numbers, but when a pedestrian is involved in a traffic crash, the potential for injury or death is much greater. From 2015 through 2019, pedestrian involved crashes comprised less than 1 percent of all crashes but accounted for 10.9 percent of all fatalities and 5.7 percent of all serious injuries in Missouri.

Pedestrian age and vehicle speed are the two most significant factors determining the outcome of a crash. This is especially true for children and older pedestrians. Research shows that pedestrians hit by a vehicle traveling 20 mph have a 5 percent chance of death, whereas those struck at 40 mph have an 85 percent chance of death.

Pedestrian trips are a larger percentage of all trips in the urbanized areas of the state. Of the 2015-2019 Missouri pedestrian fatalities, 75.8 percent occurred in urban areas and 24.1 percent occurred in rural areas. The Vision Zero approach to traffic safety, which began in Sweden and has now been adopted in Missouri, views traffic deaths and serious injuries as preventable not inevitable.

When evaluating pedestrian crashes in Missouri, it is important to know how a pedestrian is defined. The general perception of a pedestrian is an individual who has chosen walking as their preferred mode of transportation. For the purposes of traffic safety, the definition is broader and includes anyone on foot or using a wheelchair. For example, a person who intentionally exits a vehicle and then is struck by another vehicle is considered a pedestrian.

### **Associated Performance Measures**

- **C-10)** Number of pedestrian fatalities (FARS)
- **C-11)** Number of bicyclists fatalities (FARS)

### **Countermeasure Strategies:**

#### **Elementary-age Child Bicyclist Training**

##### Project Safety Impacts

These projects will train young bicyclists on proper biking safety protocol, including wearing a safety helmet, fit of the bicycle and basic road traffic safety rules. Having bicyclists trained in these important areas will help to reduce bicyclists related fatalities and serious injuries.

##### Linkage Between Program Area

By training young bicyclists to follow the basic road traffic safety rules, including wearing a safety helmet will directly relate to core performance measure C1, C2 (overall fatality and serious injury crashes), and C11 (number of bicyclist fatalities).

Rationale

Missouri doesn't have many bicyclist fatalities; however, it is important to continue to educate young bicyclists of the traffic safety rules in order to keep bicyclist fatalities minimized. MO Capitol Police and the Osage County Health Dept. will host training events in the Mid Missouri area.

**Pedestrian Safety Zone**

Project Safety Impacts

Projects will aim to increase public awareness of pedestrian safety. Efforts will include educational programs and public awareness.

Linkage Between Program Area

By educating pedestrians and drivers, Missouri intends to directly address performance measure C10 (number of pedestrian fatalities).

Rationale

Missouri had a record number of pedestrian fatalities in 2020 therefore it is important to continue to increase efforts related to pedestrian safety.

**Planned activities in countermeasure strategies:**

*Expansion of SGF Yields*

Planned activity number: PS-2022-02-01-00

Sub-recipient: City of Springfield –  
Public Works

Planned Activity Description

SGF Yields focuses on pedestrian and driver education and safety. This project will use funding to hire another SGF Yields employee to solely focus on the Springfield SGF Yields program which would give the current SGF Yields coordinator more time to focus on connecting with other communities and expanding a statewide program similar to SGF Yields.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Pedestrian/Bicycle Safety

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$11,500.00	\$23,000.00	\$23,000.00

*MRPC Pedestrian Safety Program*

Planned activity number: PS-2022-02-02-00

Sub-recipient: Meramec Regional  
Planning Commission

Planned Activity Description

The MRPC will provide a bicycle and pedestrian safety curriculum to the region's elementary schools and child-focused organizations, such as Head Start, with the goal of providing in-person training to the elementary-aged children. Their program aims to educate at least 500 elementary-aged children by providing up to three programs in each of our eight counties. This will include lessons, written activities, handouts, safety supplies, and learning demonstrations.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Pedestrian/Bicycle Safety

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$7,510.27	\$15,020.54	\$15,020.54

## **Occupant Protection (Adult and Child Passenger Safety)**

During 2015-2019, 63 percent of drivers and occupants killed in crashes in Missouri were unrestrained. The number of unrestrained teens killed in Missouri crashes during the last five years is even higher – 74.1 percent. When analyzing only the pickup truck drivers and occupants, 74 percent of those killed during the last five years were unrestrained. Missouri’s observed safety belt use rate of 86.1 percent in 2020 is below the national average of 90.7 percent. Missouri conducts a statewide observational safety belt survey annually, a teen safety belt survey biennially, and a child passenger and commercial motor vehicle safety belt use survey are conducted when funds are available.

The child safety seat and commercial motor vehicle driver safety belt use surveys are conducted periodically. Teen safety belt use is of particular concern. This group’s safety belt use was 11 percent lower than the 2020 overall use rate.

Properly wearing a safety belt or using a child restraint is the single most effective way to prevent death and reduce injuries in a crash. According to the National Highway Traffic Safety Administration, safety restraint systems, when utilized correctly, reduce the risk of fatal injuries to front-seat passenger vehicle occupants by 45 percent and reduce the risk of moderate-to-critical injuries by 50 percent. For occupants of light trucks, using safety belts lower the risk of fatal injuries by 60 percent and moderate-to-critical injuries by 65 percent.

### **Associated Performance Measures**

- **C-4)** Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- **B-1)** Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

### **Countermeasure Strategies:**

#### **CPS Outreach Programs**

##### Project Safety Impacts

CPS outreach will be utilized by attending public and private outreach events to continue to educate the public regarding the importance of properly restraining their children. The trained CPS Technicians will also be continuing to educate parents/caregivers to properly install child safety at their outreach events. Funding will also be used to provide car seats to CPS technicians at registered inspection stations to distribute to low-income families during CPS events and installations.

##### Linkage Between Program Area

While Missouri's most recent child passenger safety survey indicated 94% of the observed children were secured in safety seats, it is assumed (based on information from crash reports) that a number of the seats are not properly installed in vehicles. Core Outcome Measure C-4 (Number of Unrestrained Passenger Vehicle Occupant Fatalities) and Core Behavior Measure B-1 (Observed Seat Belt Use) are addressed by this countermeasure strategy by providing child seats and proper training to ensure children are safely restrained in motor vehicles.

##### Rationale

CPS Outreach will be utilized to ensure child seats are available to low-income families, and that training is provided to CPS Technicians to educate parents/caregivers in the proper installation of child seats.



## **Occupant Protection Law Enforcement Liaison**

### Project Safety Impacts

Three law enforcement liaisons are deployed throughout the State with the sole purpose of recruiting and/or encouraging law enforcement agencies to participate in Click It or Ticket and Drive Sober or Get Pulled Over national mobilizations, and quarterly efforts that Missouri sponsors to support these national mobilizations and Missouri specific speed enforcement campaigns as well.

### Linkage Between Program Area

Funding is allocated to deploy law enforcement liaisons throughout the State to encourage agencies to participate in the national and local Missouri mobilizations which also reflect three of Missouri's major problem areas: speed, seat belt use and impaired driving. The high visibility enforcement that results from these efforts directly affects driver behavior in these areas. Funding for Missouri's LEL program is allocated from both Section 402 and 405d funds. 405d funds will specifically be utilized only for the impaired driving mobilizations.

### Rationale

Funding is allocated to deploy law enforcement liaisons throughout the State to encourage agencies to participate in the national and local Missouri mobilizations which also reflect three of Missouri's major problem areas: speed, seat belt use and impaired driving. The high visibility enforcement that results from these efforts directly affects driver behavior in these areas. Missouri has been encouraged for years by the NHTSA to implement an LEL program to encourage law enforcement participation and this program is now in its third year.

## **Highway Safety Office Program Management**

### Project Safety Impacts

Highway Safety Office Program Management will be utilized to reduce fatal and serious injuries among young children by training CPS technicians and parents/caregivers to properly install child safety seats, and in properly restraining children in those seats. Funding will also be used to provide car seats to CPS technicians to distribute to low-income families during CPS events and installations, provide coordination efforts from the Office of Highway Safety, and to conduct the annual Statewide Safety Belt Survey

### Linkage Between Program Area

Core Outcome Measure C-4 (Number of Unrestrained Passenger Vehicle Occupant Fatalities) and Core Behavior Measure B-1 (Observed Seat Belt Use) are addressed by this countermeasure strategy by providing child seats and proper training to ensure children are safety restrained in motor vehicles, and the staff coordination from the Office of Highway Safety to support these activities. In addition, the Statewide Safety Belt Survey is also funded through this countermeasure. The 2020 statewide safety belt use rate in Missouri was 86%, with a target to increase to 88% by the end of 2022.

### Rationale

Highway Safety Office Program Management will be utilized to ensure child seats are available to low-income families, and that training is provided to child passenger safety technicians and parents/caregivers in the proper installation of child seats. Most of the Office of Highway Safety child passenger safety projects are managed through internal contracts, except for the Statewide Safety Belt Survey, Teen Seat Belt Survey and CPS survey.

## **Short-term, High Visibility Seat Belt Law Enforcement**

### Project Safety Impacts

High visibility enforcement will take place throughout Missouri via sustained, year-long efforts, which are supplemented by mini-grants during the Click It or Ticket national campaign in May. In addition, Missouri conducts youth seat belt enforcement in March, and CPS enforcement in September.

### Linkage Between Program Area

Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 387.9 unrestrained passenger vehicle occupant fatalities by December 31, 2022. Approximately 63% of Missouri's yearly passenger vehicle occupant fatalities are unrestrained drivers and passengers. Using both enforcement and media, Missouri plans on targeting all drivers, with a focus on young male drivers, to encourage safety belt use in the state. Funding will be utilized from Section 402 and 405b funds.

### Rationale

High-visibility enforcement coupled with a strong-media campaign have been the foundation for Missouri's Occupant Protection program for years. Enforcement projects are selected based on crash data and prior performance, while media is selected to reach all drivers but especially the young-male target audience through broadcast and social media. These efforts are a major component of Missouri's Occupant Protection Strategic Plan.

## **School Programs**

### Project Safety Impacts

Schools provide well-defined and somewhat controlled audiences for seat belt use programs. Education and other communications strategies can be tailored to a specific audience. These programs are often well received in the community. While Missouri's most recent child passenger safety survey indicated 94% of the observed children were secured in safety seats, it is assumed (based on information from crash reports) that a number of children are not in the proper safety seat or in only a seat belt when they are too small.

### Linkage Between Program Area

While Missouri's most recent child passenger safety survey indicated 94% of the observed children were secured in safety seats, it is assumed (based on information from crash reports) that a number of the seats are not properly installed in vehicles. Core Outcome Measure C-4 (Number of Unrestrained Passenger Vehicle Occupant Fatalities) and Core Behavior Measure B-1 (Observed Seat Belt Use) are addressed by this countermeasure strategy by providing child seats and proper training to ensure children are safely restrained in motor vehicles.

### Rationale

The Boosters to Belts program will use high school student mentors to provide an elementary school program to educate children on the proper height and weight to be out of a booster seat and the proper ways to sit in a booster seat.

## **Child Restraint System Inspection Station(s)**

### Project Safety Impacts

Per the Countermeasures that Works, Ninth Edition, parents who receive training, both hands-on as well as instructional, on the correct installation of child safety seats were much more likely to correctly use their child restraints. Proper training and certification of child passenger safety technicians are vital to ensure parents and caregivers have access to the knowledge they need to install child safety seats.

### Linkage Between Program Area

To address child passenger safety, Core Measure C-4 (Number of Unrestrained Passenger Vehicle Occupant Fatalities), and increasing overall seat belt usage in Missouri, the OHS will work with partners to provide child passenger safety technician training.

### Rationale

The HSO is working together with the State Child Passenger Safety Instructors to provide training to individuals who wish to become CPS Technicians. Grant funding will be provided to reimburse the instructors for training costs and instructor fees to teach the CPS Technician certification and re-certification courses. This program will help ensure that parents/caregivers properly install safety seats for young children.

## **Planned activities in countermeasure strategies:**

### *Occupant Protection Enforcement*

Planned activity number: M2HVE-2022-05-00-GO

### Planned Activity Description

This funding will be used to pay for officer overtime for year-round occupant protection enforcement projects and for special mobilization campaigns including Teen Seat Belt, Click It or Ticket, and Child Passenger Safety week.

### Sub-recipients

Arnold Police Dept., Ballwin Police Dept., Calverton Park Police Dept., Cape Girardeau County Sheriff's Office, Creve Coeur Police Dept., Dexter Police Dept., Eureka Police Dept., Florissant Police Dept., Fredericktown Police Dept., Grandview Police Dept., Greene County Sheriff's Office, Harrisonville Police Dept., Hazelwood Police Dept., Independence Police Dept., Jackson Police Dept., Jefferson County Sheriff's Office, Kansas City MO Board of Police Commissioners, Kirkwood Police Dept., Lake St. Louis Police Dept., Manchester Police Dept., Maryland Heights Police Dept., Olivette Police Dept., Pacific Police Dept., Pevely Police Dept., Platte County Sheriff's Office, Rogersville Police Dept., St. Charles City Police Dept., St. Louis County Police Dept., Webster Groves Police Dept., Wentzville Police Dept., Winfield Police Dept.

Funding sources: FAST Act 405b OP Low

Eligible Use of Funds: 405b Low HVE

Match: N/A

Local Benefit: \$312,971.00

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$39,121.38	\$117,364.13	\$117,364.13	\$117,364.13

*Occupant Protection Enforcement*

Planned activity number: PT-2022-02-22-00

Sub-recipient: MO State Hwy. Patrol

Planned Activity Description

Funding will be used to provide overtime funds to the Missouri State Highway Patrol for occupant protection enforcement.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Police Traffic Services

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$30,525.00	\$61,050.00	\$61,050.00

*CPS Program Training & Activities Admin.*

Planned activity number: CR-2022-05-03-00

Sub-recipient: HSO

Planned Activity Description

This program will help ensure that parents/caregivers properly install safety seats for young children. This will be accomplished by providing funding for travel/training expenses and fees for CPS instructors to teach the CPS technician certification and recertification statewide. In addition, funding will be utilized for expenses related to continuing education training for the CPS instructors in order to ensure they receive current CPS information to help maintain a successful CPS program in Missouri. The HSO will also provide funding for the certification fees for those individuals across the state of Missouri in need of financial assistance to attend the CPS technician courses offered.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Child Restraint

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$20,000.00	\$40,000.00	\$40,000.00

*Child Occupant Protection*

Planned activity number: M2TR-2020-05-01-00

Sub-recipient: Linn PD

Planned Activity Description

The Linn Police Department will send several of their law enforcement officers to Child Passenger Safety Technicians training to become certified as CPS Techs. in order to educate parents/caregivers on the proper way to install car seats and answer any questions they may have.

Funding sources: FAST Act 405b OP Low

Match: N/A

Eligible Use of Funds: 405b Low Training

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$20,000.00	\$40,000.00	\$40,000.00

*CPS Program Activities*

Planned activity number: CR-2022-05-02-00

Sub-recipient: Perry County Health Department

Planned Activity Description

The Perry County Health Department will hold Child Passenger Safety events in their community during this fiscal year. These events will have Child Passenger Safety Technicians available educate parents/caregivers on the proper way to install car seats and answer any questions they may have.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Child Restraint

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$1,425.02	\$2,850.05	\$2,850.05

*Special Rides for a Little While*

Planned activity number: CR-2022-05-05-00

Sub-recipient: Safe Kids St. Louis/ Cardinal Glennon

Planned Activity Description

This project will use funding to train a few hospital staff in the Safe Transportation for Every Child training for special needs children in child car restraints. This will also fund loaner special needs seats to families that may not have the resources to purchase one of these costly seats.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Child Restraint

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$6,287.98	\$12,575.95	\$12,575.95

*Booster to Belts*

Planned activity number: CP-2022-09-01-00

Sub-recipient: DCCA

Planned Activity Description

The program was developed to change the perception of children that believe booster seats are only for babies and to educate how booster seats and seat belts are a necessary component in transporting young children safely. The program creates awareness of proper occupant protection practices for all ages. The program is provided via an interactive 30-minute presentation that highlights booster seat usage and the importance of buckling up to travel safely on every ride.

This project will provide the "Booster to Belts" program to Missouri teens who already participate in programs like TRACTION and SAFE. These teen leaders will take the program to their elementary schools and present to the children and youth in their schools. This interaction of teens and youth will build a stronger message and build an awareness and value for our teens to continue wearing seat belts every day.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Community Traffic Safety Project

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$11,871.00	\$23,742.00	\$23,742.00

*Safe Kids*

Planned activity number: CR-2022-05-01-00

Sub-recipient: Atchison County  
Health Dept.

Planned Activity Description

The Atchison County Health Department will hold Child Passenger Safety events in their community during this fiscal year. These events will have Child Passenger Safety Technicians available educate parents/caregivers on the proper way to install car seats and answer any questions they may have.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Child Restraint

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$1,315.00	2,630.00	2,630.00

*Child, Teen and Night Occupant Protection*

Planned activity number: CP-2022-09-02-00

Sub-recipient: Mercy Hospital

Planned Activity Description

The Mercy Hospital Injury Prevention program will help train Child Passenger Safety Technicians in their area, as well as hold pedestrian safety and Child Passenger Safety events to educate the public on the proper way to walk in their communities and to install car seats. Mercy will also provide the Rock Your Seatbelt to teens and develop Nighttime driving PSA's to educate the public.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Community Traffic Safety Project

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$7,247.50	\$14,495.00	\$14,495.00

*Child Passenger Safety*

Planned activity number: CR-2022-05-06-00

Sub-recipient: Safety & Health  
Council of Western MO KS

Planned Activity Description

This project will help ensure that parents/caregivers properly install safety seats for young children. This will be accomplished by providing funding for travel/training expenses, fees, and other necessary items for CPS instructors to teach the CPS technician certification, recertification, and CEU classes statewide.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Child Restraint

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$21,337.50	\$42,675.00	\$42,675.00

*402 Car Seat Distribution*

Planned activity number: CR-2022-05-04-00

Sub-recipient: HSO

Planned Activity Description

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri’s network of approximately 180 NHTSA registered Inspection Stations and over 1,000 CPS Technicians. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Child Restraint

Local Benefit: \$100,000.00

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$20,000.00	\$40,000.00	\$40,000.00

*405b Car Seat Distribution*

Planned activity number: M2CSS-2022-05-02-00

Sub-recipient: HSO

Planned Activity Description

Child passenger safety programs are conducted statewide focusing on age birth through age 14. Car seats are distributed through Missouri’s network of approximately 180 NHTSA registered Inspection Stations and over 1,000 CPS Technicians to low income individuals in need of a seat. This program will help ensure that parents/caregivers properly install safety seats for young children. Funding will be used for the purchase of convertible and high back booster child safety seats.

Funding sources: FAST Act 405b OP Low

Match: N/A

Eligible Use of Funds: 405b Low CSS Purchase/Distribution

Local Benefit: \$62,500.00

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$20,000.00	\$40,000.00	\$40,000.00

*Survey Prep-Teen (High School) Safety Belt*

Planned activity number: M2HVE-2022-05-14-00

Sub-recipient: MO Safety Center

Planned Activity Description

The Missouri Safety Center will manage the NHTSA-approved Missouri teen seat belt survey which will be conducted in October 2022, FY23 but will require prep work in FY22. Prep includes hiring and training data collectors, reviewing, preparing and organizing survey documents and compiling and shipping survey documents to data collectors. Funding will provide staff salaries, office supplies and indirect costs.

Funding sources: FAST Act 405b OP Low

Match: N/A

Eligible Use of Funds: 405b Low HVE

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$2,656.45	\$7,969.36	\$7,969.36

*2022 405b Low CPS Coordination*

Planned activity number: M2CPS-2022-05-01-00

Sub-recipient: HSO

Planned Activity Description

Funding will be allocated for coordination activities in this area. Costs will include salaries, fringe benefits and travel by highway safety program staff.

Funding sources: FAST Act 405b OP Low

Match: N/A

Eligible Use of Funds: 405b Low Community CPS Services

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$12,000.00	\$36,000.00	\$36,000.00	\$36,000.00

*Statewide Safety Belt Survey*

Planned activity number: M2HVE-2022-05-31-00

Sub-recipient: MO Safety Center

Planned Activity Description

The Missouri Safety Center will manage the NHTSA-approved Missouri statewide seat belt survey for 2022. This survey will be conducted in 28 counties statewide that are in the top 85% of vehicle occupant fatalities in the state. This project will cover the expense to train and monitor data collectors (surveyors), scheduling, field protocols and reporting requirements, compile and analyze the survey data, furnish a detailed report of the findings, and provide updated maps of safety belt usage by site.

Funding sources: FAST Act 405b OP Low

Match: N/A

Eligible Use of Funds: 405b Low HVE

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$23,752.43	\$71,257.37	\$71,257.37	\$71,257.37

*Enforcement-Occupant Protection Campaign*

Planned activity number: M2HVE-2022-05-32-00

Sub-recipient: MO Safety Center

Planned Activity Description

The Missouri Safety Center (MSC) will manage this program by encouraging targeted law enforcement agencies to participate in the State's national CIOT occupant protection enforcement and special mobilization efforts. This will be accomplished through sub-award grants to law enforcement agencies, making available overtime funds to increase occupant protection enforcement during the May and June national CIOT campaign, the teen seat belt campaign and the CPS campaign. High Visibility Enforcement is a proven effective strategy used to increase seat belt use.

Funding sources: FAST Act 405b OP Low

Match: N/A

Eligible Use of Funds: 405b Low HVE

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$29,054.47	\$87,163.71	\$87,163.71	\$87,163.71



*HSTD Statewide 405b Low*

Planned activity number: M2X-2022-05-00-00

Sub-recipient: HSO

Planned Activity Description

This project is for a statewide effort to improve occupant protection programs. When needed, this account will be reduced to fund specific sub-recipient agreements.

Funding sources: FAST Act 405b OP Low

Match: N/A

Eligible Use of Funds: 405b OP Low

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$131,250.00	\$393,750.00	\$393,750.00	\$393,750.00

## Older Drivers

Continuing to drive safely and enjoying alternative transportation means enhanced mobility and independence for older adults in Missouri. These factors heavily influence the quality of life for older adults and their friends and families.

Statewide data reveals that the number of Missourians age 65 or over is projected to grow exponentially during the next 9 years, bringing the total number of older adults to an estimated 1.4 million (source: Missouri Office of Administration). This represents an 87 percent increase in older adults since the year 2000. This is not surprising given that across the nation 10,000 people will turn 65 every day through 2030. Statewide, adults 65 and over will make up more than 21 percent of the population by 2030. Many Missouri counties can expect 1 in 4 of their residents to be 65 or over at that time.

Additionally, as people age, fitness-to-drive (the ability to drive safely) can be compromised by changes in vision, movement, thinking and memory, or even use of certain medications. These risks increase in advanced older age, as does the risk of injury when a crash does occur. Our society is highly mobile. In some areas of the state, driving may be one of the few means of transportation, and the car remains important to many older Missourians. Although cars today are safer, new technology takes time to be incorporated into the overall vehicle fleet.

### **Associated Performance Measures**

- **C-1)** Number of traffic fatalities (FARS)
- **C-2)** Number of serious injuries in traffic crashes (State crash data files)

### **Countermeasure Strategies:**

#### **License Screening and Testing**

##### Project Safety Impacts

As drivers age, often their cognitive skills diminish making it more difficult for them to operate a motor vehicle safely. License screening for drivers to recognize common road signs or the ability to drive after a stroke are two projects Missouri is utilizing to research issues involving older drivers.

##### Linkage Between Program Area

Missourians are living longer and desire to remain active in the community, which means there is a need to maintain independence and mobility; however, medical conditions that may impair driving ability become more likely in older age. Whether older adults have the capacity to meet their transportation needs is often measured by how many hold a valid driver license. In 2021, 955,011 people age 65 or older held a Missouri driver license. They accounted for 21 percent of the 4,446,809 persons licensed in the state (*source: Missouri Department of Revenue*). During the years of 2015-2019, 932 drivers age 65 or older were involved in fatal car crashes. Funds will be used to address older drivers' cognitive abilities.

##### Rationale

Funds will be used for Washington University research regarding older drivers' abilities to recognize common roadway signs and to determine factors to be addressed before drivers that suffer cognitive issues can return to drive. In addition, The University of Missouri – Columbia will be providing training to older drivers and family members or caregivers on the issues of aging and driving.

## Highway Safety Office Program Management

### Project Safety Impacts

The Office of Highway Safety will continue to research, develop and implement driver education seminars for the aging driver, to include how to refresh their driving skills, age-specific traffic safety issues, and effects of medication and physical conditions on driving ability.

### Linkage Between Program Area

Missourians are living longer and desire to remain active in the community, which means there is a need to maintain independence and mobility; however, medical conditions that may impair driving ability become more prevalent in older age. Whether older adults have the capacity to meet their transportation needs is often measured by how many hold a valid driver license. In 2021, 955,011 people age 65 or older held a Missouri driver license. They accounted for 21 percent of the 4,446,809 persons licensed in the state (*source: Missouri Department of Revenue*).

### Rationale

Funds will be used by the Office of Highway Safety to coordinate the Older Driver Program.

### **Planned activities in countermeasure strategies:**

#### *Mature Driver Program*

Planned activity number: DE-2022-02-03-00

Sub-recipient: HSO

#### Planned Activity Description

The HSO will continue to research, develop and implement driver education seminars for the aging driver, to include how to refresh their driving skills, age-specific traffic safety issues, and effects of medication and physical conditions on driving ability.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Driver Education

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$625.00	\$1,250.00	\$1,250.00

#### *Older Driver Program (Keep Your Keys)*

Planned activity number: DE-2022-02-02-00

Sub-recipient: Univ. of MO Curators

#### Planned Activity Description

The University of Missouri – Columbia will be providing training to older drivers and family members or caregivers on the issues of aging and driving. The Keep Your Keys Program will provide non-objective information for the older driver to use in making an informative decision about their current driving status. This program will open the discussion to plan for driving retirement. Project costs include printing of educational materials, marketing of training program, operational expenses, part-time staff positions, and indirect costs.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Driver Education

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$14,006.30	\$28,012.60	\$28,012.60

*Virtual Safe Driving Education Resources*

Planned activity number: DL-2022-02-02-00

Sub-recipient: Washington Univ.

Planned Activity Description

Washington University will build a virtual repository to house fitness-to-drive resources for health care providers and community members promote and help educate on fitness-to-drive screening and assessment tools, as well as resources that promote safe driving, ultimately furthering the field of driver evaluation and rehabilitation as an area of practice. Data will be collected regarding the site visits, downloads, and views to evaluate the website. Further, the project covers Carpool pre-driving rehabilitation program, which allows the continued safe mobility of patients and older drivers. The funding for this research project will cover salaries, supplies, and indirect costs.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Drivers Licensing

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$28,750.00	\$57,500.00	\$57,500.00

*Rural Driving Study and Traffic Signs*

Planned activity number: DL-2022-02-01-00

Sub-recipient: Washington Univ.

Planned Activity Description

The Highway Safety Office continues to work with Washington University to produce and implement countermeasures that reduce crashes involving older drivers. This project will focus on training staff who administer the Traffic Sign Naming Test and the correlation with the on-road testing. The training will be based on materials provided to the DMVs to assist with standardized administration and scoring procedures. The funding for this research project will cover salaries, consultant services, lab testing fees, operational and travel expenses, and indirect costs.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Drivers Licensing

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$32,500.00	\$65,000.00	\$65,000.00

## Planning & Administration

Associated costs for federally funded P&A include staff travel, travel, contract award meetings, office supplies, excluding those that are not allowable under federal rule and administrative payroll. Federal participation does not exceed 50% of the total cost of P&A. Federal P&A does not exceed 13% of the total 402 funds reimbursed.

**Associated Performance Measures: N/A**

**Countermeasure Strategy: N/A**

### **Planned Activity:**

#### *2022 Planning and Administration*

Planned activity number: PA-2022-02-01-00

Sub-recipient: HSO

#### Planned Activity Description

Associated costs for federally funded P&A include staff travel, travel, contract award meetings, office supplies, excluding those that are not allowable under federal rule and administrative payroll. Federal participation does not exceed 50% of the total cost of P&A. Federal P&A does not exceed 13% of the total 402 funds reimbursed.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Planning and Administration

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$38,750.00	\$77,500.00	\$77,500.00

## Railroad Safety

While most of the Highway Safety projects fall under obvious program areas, a select few projects are outside the scope of the typical areas. However, these projects are important in keeping people safe on Missouri roadways. Those projects are described in this section. The Highway Safety Office sponsors training for law enforcement officers, first responders, and other safety advocates on a wide variety of program areas.

One of these projects is safety at railroad crossings; these are often forgotten when thinking of roadway safety. Missouri houses the second and third largest hubs for rail traffic in the nation. While this is a benefit to the state, many drivers feel railroad crossings are a burden to obey. One HSO project focuses on these crossings by assisting law enforcement agencies in enforcing the crossing guard laws of the state. Too many people ignore the crossing guard signs and lose their lives in the process.

### **Associated Performance Measures**

- **C-1)** Number of traffic fatalities (FARS)

### **Countermeasure Strategy: Railway Safety Education**

#### Project Safety Impacts

Railway crossing fatalities generally do not represent a significant number of overall fatalities in Missouri, but they are crashes that can be avoided usually through driver attention and actions. This countermeasure allows outreach to the driving public as well as enforcement to reduce these types of crashes.

#### Linkage Between Program Area

There were 12 fatalities at Missouri railroad crossings in the last three years (2018-2020). Through safety presentations, positive enforcement and grade crossing collision training, Missouri intends to use railway safety education to reduce the overall number of fatalities.

#### Rationale

As most railway crossing incidents are a result of driver error, the Office of Highway Safety will partner with Missouri Operation Lifesaver to provide rail crossing safety presentations and positive enforcement efforts, in addition to Officer on the Train programs and grade crossing collision investigation training.

### **Planned activities in countermeasure strategy:**

#### *Missouri Operation Lifesaver*

Planned activity number: RH-2022-02-01-00

Sub-recipient: MO Operation  
Lifesaver

#### Planned Activity Description

Operation lifesaver will conduct safety presentations, Positive Enforcement Efforts, Officer on the Train programs, and Grade Crossing Collision Investigation courses across Missouri. Funding will provide safety materials and supplies, and expenses to conduct the enforcement. A media campaign will also be developed regarding safety at railroad crossings.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Railroad/Highway Crossings

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$3,750.00	\$7,500.00	\$7,500.00

## Roadway Safety/Traffic Engineering

Engineering is a vital component of a comprehensive approach to improve highway safety. The techniques and strategies engineers use to design and improve roads can have a direct impact on the safety of motorists. Engineering countermeasures to improve safety can be implemented during the design of a roadway or in modifications after a road has already been built. During design, engineers strive to create a roadway environment that mitigates traffic crashes from the start. This can be achieved in various aspects of design: lane widths, the use of shoulders, curve design, signing, striping, rumble strips, etc. However, some roads were designed long before today's safety countermeasures were discovered. As a result, many roads will often be retrofitted to include safety enhancements such as rumble strips, brighter signs and pavement marking, and intersection improvements.

One of the most successful examples of this in Missouri is the addition of paved shoulders and rumble stripes on most of Missouri's most heavily traveled roads. Thousands of miles of rumble strips have been installed along major and minor roads throughout the state. This combination of paved shoulders and rumble strips has proven very beneficial in reducing crashes in which a vehicle leaves its lane or the roadway, one of Missouri's most common severe crash types. Roundabouts and J-Turn intersections are successful examples of how intersections can be improved to eliminate or greatly reduce right angle crashes, another common severe crash type in Missouri.

### **Associated Performance Measures**

- C-1) Number of traffic fatalities (FARS)

### **Countermeasure Strategy: Highway Safety Office Program Management**

#### Project Safety Impacts

This strategy will enable local entities to gather traffic crash information, roadway assessments and other data in their communities to use in developing strategies to reduce crashes.

#### Linkage Between Program Area

The Missouri Department of Transportation focuses on the statewide road infrastructure when considering safety improvements. However, many times the local communities also must address issues on their roadways that otherwise would not be considered by the MoDOT. The Office of Highway Safety will coordinate efforts to assist communities in gathering data and developing plans to address roadways with safety concerns in their area. In addition, the annual Highway Safety and Traffic Conference is also coordinated through the Office of Highway Safety, and brings together a variety of Missouri Coalition for Roadway Safety partners who learn the strategies and countermeasures available to take back to their communities to reduce fatal and serious injury crashes. A Highway Safety Outreach Coordinator will be hired to lead the state's implementation of the SHSP by collaborating and coordinating efforts with partners of the Missouri Coalition for Roadway Safety throughout the state. Also, the University of Missouri Fire and Rescue Training Institute will provide highway emergency response training to first responders to decrease response times ultimately reducing fatalities.

#### Rationale

Office of Highway Safety coordination of the Highway Safety and Traffic conference, the highway emergency response training program, and the local Traffic Engineering Assistance Program allows for local partners to identify problems affecting their area and the countermeasures and strategies to address those issues.

**Planned activities in countermeasure strategy:**

*2022 Highway Safety and Traffic Conference*

Planned activity number: RS-2022-11-02-00

Sub-recipient: Univ. of MO Curators

Planned Activity Description

To assist the state engineers and all statewide safety advocates, the Highway Safety office provides funding to coordinate a statewide highway safety conference. This conference provides continuing education credit and education on keeping Missouri roadways safe.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Roadway Safety

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$5,000.00	\$10,000.00	\$10,000.00

*2022 Highway Safety Outreach Coordinator*

Planned activity number: CP-2022-09-07-011

Sub-recipient: HSO

Planned Activity Description

Based on recommendations from the Governor’s Highway Safety Association, the Highway Safety Office seeks to create a new position responsible for implementing Missouri’s Strategic Highway Safety Plan by coordinating with partners of the Missouri Coalition for Roadway Safety. This position will coordinate those functions throughout Missouri with the Highway Safety Office staff and NHTSA-funded projects. This project will cover salary, fringe benefits and travel.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Community Traffic Safety Project

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$25,000.00	\$50,000.00	\$50,000.00

*Highway Emergency Response Training*

Planned activity number: EM-2022-02-02-00

Sub-recipient: Univ. of MO Curators

Planned Activity Description

Individuals injured in highway incidents need quick, on-scene access to emergency care by trained fire and emergency service first responders to institute life saving measures. The University of Missouri Fire and Rescue Training Institute will provide training to first responders in an effort to reduce the number of deaths and seriousness of injuries related to traffic crashes by decreasing the transport time to hospitals and reducing the amount of time to open the roadway. Emergency Medical Services is an essential component of a comprehensive traffic safety system. When injuries occur as a result of motor vehicle crashes, EMS provides the best “last chance” to reduce death and disability. The training programs meet standards of the National Fire Protection Association

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Emergency Medical Services

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$19,300.00	\$38,600.00	\$38,600.00



*JCFD Highway Safety Initiative*

Planned activity number: EM-2022-02-01-00

Sub-recipient: Jefferson City Fire Department

Planned Activity Description

The Jefferson City Fire Department (JCFD) will be upgrading their extrication equipment with 2 SC 758 Combi Tools; as well as, completing training to meet community needs by enhancing efficiency, operations, and assuring safety of JCFD personnel. Training will also involve new equipment capabilities and evolving vehicle technology. Training will ensure that JCFD personnel are proving the highest level of safety during emergency responses.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Emergency Medical Services

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$5,860.00	\$11,720.00	\$11,720.00

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share
SC 758 E2 Combi Tools	2	\$10,920.00	\$21,840.00	\$21,840.00

*Traffic Engineering Assistance Program (TEAP)*

Planned activity number: RS-2022-11-01-00

Sub-recipient: HSO

Planned Activity Description

Like education, enforcement, and emergency services, engineering is a key role in providing a comprehensive approach for reducing fatalities and serious injuries on Missouri roadways. While MoDOT has a strong safety engineering program through FHWA’s Highway Safety Improvement Program (HSIP), many local agencies lack the expertise and resources to even know where to start when it comes to construction safety improvements on the roadway. For many cities and counties, it is necessary to obtain the services of private consulting engineering firms in order to help them in identifying safety concerns on their streets and highways and any corresponding solutions. Correction of these problems often requires detailed evaluation including traffic crash analysis, traffic counts, speed surveys, origin and destination studies, non-rapid transit studies, parking supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. This is not a complete list of what studies a consultant may be called upon to perform but accounts for some of the most common needs related to constructing safety improvements. TEAP aids these agencies by providing funding support for hiring necessary consultant services to identify potential safety improvements in the local jurisdiction. TEAP does not provide funding for any actual construction of improvements. Funding only provides assistance in carrying out the necessary analysis or studies. In most cases, safety improvements will never be constructed without an adequate understanding of the need and scale of a potential solution. By supporting TEAP, we are providing necessary assistance to these local agencies in the hope safety improvements are ultimately budgeted and constructed.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Roadway Safety

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$18,750.00	\$37,500.00	\$37,500.00

## Speed Management

Aggressive driving can be any one of us, when we make the choice to drive over the speed limit; change lanes several times in a short distance and/or follow too closely. Aggressive driving is a costly decision, often made in an instant, but can have lifelong consequences. According to the National Highway Traffic Safety Administration, aggressive driving is when an individual commits a combination of moving traffic offenses so as to endanger other persons or property. During the last five years (2015-2019), the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 44 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Thirty-six percent of all Missouri fatalities over the last five years were speed related.

### **Associated Performance Measures**

- C-6) Number of speeding-related fatalities (FARS)

### **Countermeasure Strategies:**

#### **Sustained Enforcement**

##### Project Safety Impacts

The Office of Highway Safety will continue to work with law enforcement agencies to encourage increased high visibility enforcement in order to deter aggressive driving and driving at high rates of speed. Planned activities include sustained year-round hazardous moving vehicle enforcement to deter speeding and aggressive driving.

##### Linkage Between Program Area

Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 361.0 speed related fatalities by December 31, 2022.

During the last five years, the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 44 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Thirty-six percent of all Missouri fatalities over the last five years were speed related.

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Speeding remains one of the leading crash causation factors in Missouri, and speed-related fatalities are on the rise. Due to this, Missouri employs the sustained, high visibility enforcement model throughout the state through most of the calendar year. Many law enforcement agencies in Missouri would not have a traffic program without highway safety grant experience, so this activity is essential to Missouri's speed/aggressive driving program.

##### Rationale

As speeding remains one of the top crash factors in fatal crashes in Missouri, planned activities include sustained year-round hazardous moving vehicle enforcement to deter speeding and aggressive driving.

## **Speed Management Law Enforcement Liaison**

### Project Safety Impacts

Three law enforcement liaisons are deployed throughout the State with the sole purpose of recruiting and/or encouraging law enforcement agencies to participate in Click It or Ticket and Drive Sober or Get Pulled Over national mobilizations, and quarterly efforts that Missouri sponsors to support these national mobilizations and Missouri specific speed enforcement campaigns as well.

### Linkage Between Program Area

Funding is allocated to deploy law enforcement liaisons throughout the State to encourage agencies to participate in the national and local Missouri mobilizations which also reflect three of Missouri's major problem areas: speed, seat belt use and impaired driving. The high visibility enforcement that results from these efforts directly affects driver behavior in these areas. Funding for Missouri's LEL program is allocated from both Section 402 and 405d funds. 405d funds will specifically be utilized only for the impaired driving mobilizations.

### Rationale

Funding is allocated to deploy law enforcement liaisons throughout the State to encourage agencies to participate in the national and local Missouri mobilizations which also reflect three of Missouri's major problem areas: speed, seat belt use and impaired driving. The high visibility enforcement that results from these efforts directly affects driver behavior in these areas. Missouri has been encouraged for years by the NHTSA to implement an LEL program to encourage law enforcement participation and this program is now in its third year.

## **Highway Safety Office Program Management**

### Project Safety Impacts

The Office of Highway Safety will continue to work with law enforcement agencies to encourage increased high visibility enforcement in order to deter aggressive driving and driving at high rates of speed. Planned activities include Highway Safety staff support of sustained year-round hazardous moving vehicle enforcement to deter speeding and aggressive driving and providing the necessary training for staff and safety partners to continue to educate on aggressive driving issues.

### Linkage Between Program Area

To address Missouri's problem of speeding and aggressive driving, the State will continue to employ Highway Safety staff to support law enforcement agencies that use high visibility enforcement to reduce speed-related fatalities. Approximately 50% of Missouri's Section 402 award is applied towards this effort.

Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 361.0 speed related fatalities by December 31, 2022.

During the last five years, the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 44 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Thirty-six percent of all Missouri fatalities over the last five years were speed related.

### Rationale

Projects funded by the Highway Safety Office in the aggressive driving program area include Highway Safety staff support of law enforcement activities.

## **Law Enforcement Training**

### Project Safety Impacts

Law enforcement officers must receive training, both for new officers or refresher for veteran officers, in order to have the skills and knowledge to better address the issues of speeding and aggressive driving in their jurisdictions.

### Linkage Between Program Area

Based on our goal of 0 fatalities by 2030, Missouri is projecting a five-year average target of 361.0 speed related fatalities by December 31, 2022.

During the last five years, the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 44 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Thirty-six percent of all Missouri fatalities over the last five years were speed related.

For law enforcement to remain up to date on speed and aggressive driving laws and strategies, several training projects will be employed to ensure officers have the skills needed to combat these types of offenses and crashes

### Rationale

Law enforcement will receive training on various traffic enforcement topics during various conferences and classroom settings, including crash investigation, emergency response, radar & EVOC, and others. These trainings will allow officers to have the skills needed to better enforce laws regarding speed and aggressive driving.

## **Planned activities in countermeasure strategies:**

### *402 HMV Enforcement*

Planned activity number: PT-2022-02-00-GO

### Planned Activity Description

This funding will be used to pay for law enforcement officer enforcement activity (including fringe) and equipment which includes radars/lidars, crash reconstruction total stations, flares and flashlights. Funding will also be utilized to provide training for law enforcement in traffic safety countermeasures and reconstruction.

### Sub-recipients

Arnold Police Dept., Ballwin Police Dept., Belton Police Dept., Blue Springs Police Dept., Bolivar Police Dept., Boone County Sheriff's Dept., Branson Police Dept., Buchanan County Sheriff's Dept., Buckner Police Dept., Callaway County Sheriff's Office, Calverton Park Police Dept., Camden County Sheriff's Office, Cameron Police Dept., Cape Girardeau Police Dept., Cass County Sheriff's Office, Chesterfield Police Dept., Chillicothe Police Dept., Christian County Sheriff's Office, City of St. Louis Police Division, Clay County Sheriff's Office, Clayton Police Dept., Clinton County Sheriff's Dept., Cole County Sheriff's Dept., Columbia Police Dept., Cottleville Police Dept., Crawford County Sheriff's Office., Creve Coeur Police Dept., Crystal City Police Dept., Des Peres Dept. of Public Safety, Dexter Police Dept., Edgar Springs Police Dept., Ellisville Police Dept., Eureka Police Dept., Excelsior Springs Police Dept., Farmington Police Dept., Festus Police Dept., Florissant Police Dept., Franklin County

Sheriff's Office, Gladstone Dept. of Public Safety, Glendale Police Dept., Grain Valley Police Dept., Grandview Police Dept., Greene County Sheriff's Office, Greenwood Police Dept., Harrisonville Police Dept., Hazelwood Police Dept., Henry County Sheriff's Office, Highway Safety and Traffic Division, Hollister Police Dept., Houston Police Dept., Howell County Sheriff's Dept., Independence Police Dept., Jackson County Sheriff's Office, Jackson Police Dept., Jasper County Sheriff's Office, Jefferson City Police Dept., Jefferson County Sheriff's Office, Johnson County Sheriff's Dept., Joplin Police Dept., Kansas City MO Board of Police Commissioners, Kearney Police Dept., Kirkwood Police Dept., Lake Lotawana Police Dept., Lake St. Louis Police Dept., Lawrence County Sheriff's Dept., Lee's Summit Police Dept., Liberty Police Dept., Licking Police Dept., Lincoln County Sheriff's Office, Livingston County Sheriff's Dept., Macon Police Dept., Malden Police Dept., Manchester Police Dept., Maries County Sheriff's Office, Marshall Police Dept., Maryland Heights Police Dept., Miller County Sheriff's Dept., MO State Highway Patrol, Morgan County Sheriff's Office, Mountain View Police Dept., Neosho Police Dept., Nevada Police Dept., New Haven Police Dept., Newton County Sheriff's Office, Nixa Police Dept., O'Fallon Police Dept., Olivette Police Dept., Oronogo Police Dept., Osage Beach Police Department, Overland Police Dept., Ozark Police Dept., Pettis County Sheriff's Office, Pevly Police Dept., Phelps County Sheriff's Dept., Platte County Sheriff's Office, Pleasant Hill Police Dept., Pleasant Valley Police Dept., Potosi Police Dept., Pulaski County Sheriff's Office, Ralls County Sheriff's Office, Raymore Police Dept., Raytown Police Dept., Republic Police Dept., Richmond Heights Police Dept., Ripley County Sheriff's Dept., Rock Hill Police Dept., Rogersville Police Dept., Rolla Police Dept., Sedalia Police Dept., Seneca Police Dept., Shrewsbury Police Dept., Smithville Police Dept., Sparta Police Dept., Springfield Police Dept., St. Charles City Police Dept., St. Charles County Police Department, St. Clair County Sheriff's Office, St. Clair Police Dept., St. John Police Dept., St. Joseph Police Dept., St. Louis County Police Dept., St. Peters Police Dept., St. Robert Police Dept., Steeleville Police Dept., Stone County Sheriff's Office, Texas County Sheriff's Office, Town & Country Police Dept., Troy Police Dept., Union Police Dept., University City Police Dept., Van Buren Police Dept., Vernon County Sheriff's Office, Vinita Park Police Dept., Washington County Sheriff's Office, Washington Police Dept., Wayne County Sheriff's Office, Waynesville Police Dept., Webb City Police Dept., Webster County Sheriff's Office, Webster Groves Police Dept., Wentzville Police Dept., West Plains Police Dept., Winfield Police Dept.

Funding sources: FAST Act NHTSA 402  
 Eligible Use of Funds: Police Traffic Services

Match: \$511,965.97  
 Local Benefit: \$3,255,994.63

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$972,623.66	\$1,945,247.32	\$1,945,247.32

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share
Crash Reconstruction Equipment	1	\$12,000.00	\$12,000.00	\$12,000.00
Patrol Vehicle	1	\$55,000.00	\$55,000.00	\$55,000.00
Patrol Vehicle	2	\$48,000.00	\$96,000.00	\$96,000.00
Patrol Vehicle	1	\$64,000.00	\$64,000.00	\$64,000.00
Unmanned Aircraft Vehicles	16	\$25,000.00	\$320,000.00	\$320,000.00

*Accident Investigation*

Planned activity number: AI-2022-04-01-00

Sub-recipient: MO State Hwy. Patrol

Planned Activity Description

The Missouri State Highway Patrol Training Academy will offer Basic Crash Investigation and the Crash Investigation series of courses, Advanced Crash Investigation and Crash Reconstruction. The NHTSA funding for this contract is a negotiated 62% of the total flat rate, with the Patrol paying the remaining 38%. The Patrol has calculated each course to include \$18 per day for meals at the Patrol Academy, \$25 per day classroom fee (lights, maintenance for the room), \$37 per day lodging at the Patrol Academy; which totals \$80 per day per student, per training session.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Accident Investigation

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$17,500.00	\$35,000.00	\$35,000.00

*LE Driving 2022*

Planned activity number: PT-2022-02-F3-00

Sub-recipient: MO Police Chief's Association

Planned Activity Description

The Missouri Police Chief's Association will provide law enforcement defensive and tactical response driving training. The funding covers staff salary/fringe, online instructional training, and costs associated with continuing education hours.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Police Traffic Services

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$5,995.20	\$11,990.40	\$11,990.40

*Law Enforcement Training*

Planned activity number: PT-2022-02-F5-00

Sub-recipient: Missouri Southern State University

Planned Activity Description

Missouri Southern State University will provide comprehensive traffic enforcement related training to law enforcement officers in the state. The training will include Vehicle Search and Seizure, High Risk Vehicle Stops, Beyond the Ticket, Marijuana Minute, Emergency Vehicle Operations Course, and Missouri Motor Vehicle Law. Highway Safety Funding covers instructor fees, educational materials, monitor fees (if required), meeting room fees, cleaning/maintenance for meeting rooms, certificate of completion creation and distribution (if needs to be mailed) and advertising fee (if needed).

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Police Traffic Services

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$8,625.00	\$17,250.00	\$17,250.00

*2022 Police Traffic Services Coordinator*

Planned activity number: PT-2022-02-F1-00

Sub-recipient: HSO

Planned Activity Description

Provide training expenses for Highway Safety Staff, law enforcement and other external partners; fund the public opinion survey; Dedicated Impaired Driving Enforcement/Dedicated HMV Enforcement workshop; hOUR program lunch and learns, and the TOPS training program.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Police Traffic Services

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$29,250.00	\$58,500.00	\$58,500.00

*2022 LETSAC Conference*

Planned activity number: PT-2022-02-F8-00

Sub-recipient: HSO

Planned Activity Description

This funding will cover expenses for the LETSAC Conference (hotel rooms, meals & mileage) and provide funds for conference costs (speakers, equipment, awards banquet, & equipment). Conduct one multi-day training conference which will provide up to 22 hours of POST approved training hours and recognitions of officers and agencies for their efforts in the area of traffic enforcement in Missouri. Responsibilities of this conference are shared between the HSTD and the Missouri Police Chiefs Association.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Police Traffic Services

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$22,250.00	\$44,500.00	\$44,500.00

*Skill Development*

Planned activity number: PT-2022-02-F6-00

Sub-recipient: MO State Hwy. Patrol

Planned Activity Description

Under this project, the Missouri State Highway Patrol will send officers to skill enhancement training courses, seminars and conferences. Some of those include: Combined Accident Reduction Effort (CARE) Conference, Law Enforcement Traffic Safety Advisory Council Conference, IACP Highway Safety Program Annual Conference, Lifesavers Conference, Uniform Safety Education Officers Workshop, Major Crash Investigative Unit, Midwest Association of Technical Accident Investigators Annual Conference, Kidz in Motion Conference, Operation Lifesaver, and the annual MADD Conference.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Police Traffic Services

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$6,250.00	\$12,500.00	\$12,500.00

*Police Driving*

Planned activity number: PT-2022-02-F4-00

Sub-recipient: MO Safety Center

Planned Activity Description

The Missouri Safety Center will provide law enforcement defensive and tactical response driving training. The funding covers tuition for the course.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Police Traffic Services

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$3,199.88	\$6,399.78	\$6,399.75

*Driver Instructor Course*

Planned activity number: DE-2022-02-01-00

Sub-recipient: MO Safety Center

Planned Activity Description

The program will work with law enforcement agencies, as well as other agencies related to highway safety, to educate instructors to enable them to train law enforcement officers on safe driving practices. The program will develop instructors with the proper way to teach driver training curricula that can be utilized at law enforcement agencies throughout the state regarding driver safety.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Driver Education

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$2,673.75	\$5,347.50	\$5,347.50

*Radar/EVOC/Instructor Development and Equipment Purchase*

Planned activity number: PT-2022-02-F7-00

Sub-recipient: MO State Hwy. Patrol

Planned Activity Description

The Missouri State Highway Patrol Training Academy will offer Radar/Laser Operator and Instructor, Emergency Vehicle Operations Course (EVOC) Basic, Instructor and Refresher, and educational equipment and materials necessary for each of the courses. Additional equipment requirements will be covered under the grant for items such as safety vests, tires for cars used in EVOC, safety cones, etc. The funding for this contract is a negotiated 62% of the total flat rate, with the Patrol paying the remaining 38%. The Patrol has calculated each course to include \$18 per day for meals at the Patrol Academy, \$25 per day classroom fee (lights, maintenance for the room), \$37 per day lodging at the Patrol Academy; which totals \$80 per day per student, per training session.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Police Traffic Services

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$16,746.47	\$33,492.95	\$33,492.95



*Occupant Protection and Speed Law Enforcement Liaison*

Planned activity number: PT-2022-02-F0-00

Sub-recipient: MO Safety Center

Planned Activity Description

The Missouri Safety Center employ up to three law enforcement liaisons (LEL) to meet the goals and objectives of the occupant protection and speed enforcement program areas in order to move toward meeting the 2021 goal.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Police Traffic Services

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$20,000.00	\$40,000.00	\$40,000.00

*2022 402 Operations*

Planned activity number: RS-2022-11-03-00

Sub-recipient: HSO

Planned Activity Description

Provide training expenses for Highway Safety Staff, law enforcement and other external partners; fund the public opinion survey; Dedicated Impaired Driving Enforcement/Dedicated HMV Enforcement workshop; hOUR program lunch and learns; support the School Resource Officer Conference and the TOPS training program.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Roadway Safety

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$29,250.00	\$58,500.00	\$58,500.00

*Driver Improvement Program (D.I.P)*

Planned activity number: PT-2022-02-01-00

Sub-recipient: MO Safety Center

Planned Activity Description

The project will allow the Missouri Safety Center to manage the Driver Improvement Program providers and instructors, compliance audits; and maintain and survey approved providers. Funding will include salary, operational expenses and travel costs.

Funding sources: FAST Act NHTSA 402  
Eligible Use of Funds: Police Traffic Services

Match: N/A  
Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$14,887.60	\$29,775.20	\$29,775.20

*HSTD Statewide PTS*

Planned activity number: PT-2022-02-00-00

Sub-recipient: HSO

Planned Activity Description

This project is for a statewide effort to improve police traffic services programs. When needed, this account will be reduced to fund specific sub-recipient agreements.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Police Traffic Services

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$1,125,000.00	\$2,250,000.00	\$2,250,000.00

## **Traffic Records**

Aggressive driving can be any one of us, when we make the choice to drive over the speed limit; change lanes several times in a short distance and/or follow too closely. Aggressive driving is a costly decision, often made in an instant, but can have lifelong consequences. According to the National Highway Traffic Safety Administration, aggressive driving is when an individual commits a combination of moving traffic offenses so as to endanger other persons or property.

During the last five years (2015-2019), the combination of aggressive driving behaviors contributed to 53 percent of fatalities and 44 percent of serious injuries in Missouri. Speed-related conditions, including exceeding the speed limit and too fast for conditions, accounted for the most fatalities of all aggressive driving behaviors. Thirty-six percent of all Missouri fatalities over the last five years were speed related.

The TRCC plays a role in the creation, approval and evaluation of the data improvement projects. The TRCC consists in developing initial project proposals as well as discusses the proposals openly in the TRCC bi-monthly meetings. The TRCC, through the discussion of proposed projects, prioritize the projects and determine the funding sources, and also works with the custodial agencies to develop and maintain the data quality reporting function.

The Missouri Traffic Records System works towards a formal data quality program with performance indicators for each of the six core system areas. Projects are selected based on recommendations from the most current assessments and their ability to meet six characteristics: timeliness, accuracy, integration, uniformity, accessibility and completeness.

These projects are evaluated on an annual basis to ensure they are in compliance with project milestones and their ability to improve the state's traffic records data systems.

### **Associated Performance Measures**

- C-1) Number of traffic fatalities (FARS)
- C-2) Number of serious injuries in traffic crashes (State crash data files)
- C-3) Fatalities/VMT (FARS, FHWA)
- C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- C-6) Number of speeding-related fatalities (FARS)
- C-7) Number of motorcyclist fatalities (FARS)
- C-8) Number of unhelmeted motorcyclist fatalities (FARS)
- C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)
- C-10) Number of pedestrian fatalities (FARS)
- C-11) Number of bicyclists fatalities (FARS)

## **Countermeasure Strategies:**

### **Highway Safety Office Program Management**

#### Project Safety Impacts

The Office of Highway Safety will coordinate support for the Traffic Records Forum and support integration and equipment to improve crash records.

#### Linkage Between Program Area

Maintaining accurate crash data is essential to manage the data-driven programs that the Office of Highway Safety depends on. These projects will affect data in all core performance measures by assisting agencies in moving to more accurate electronic reporting and maintaining that data once it is reported:

- 1) To assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures.
- 2) To move forward in upgrading and integrating the data systems used to collect crash data in the State.
- 3) To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures.

#### Rationale

These projects will support conference registrations, meals, hotels and travel to the National Traffic Records Forum. Funding is also utilized to support e-crash and e-citation integration and equipment.

### **Improves Integration Between One or More Highway Safety Databases**

#### Project Safety Impacts

Funding the projects in this countermeasure will be utilized to improve overall accuracy and completeness of crash data.

#### Linkage Between Program Area

Maintaining accurate crash data is essential to manage the data-driven programs that the Office of Highway Safety depends on. These projects will affect data in all core performance measures by assisting agencies in moving to more accurate electronic reporting and maintaining that data once it is reported:

- 1) To assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures.
- 2) To move forward in upgrading and integrating the data systems used to collect crash data in the State.
- 3) To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures.

#### Rationale

Funding will be utilized to support e-crash and e-citation integration and equipment among various local and state level agencies to improve overall accuracy and completeness of crash data. Funding will also be utilized to add three contracted staff to assist in completing the accounting module for Show Me Courts.

**Planned activities in countermeasure strategies:**

*HSTD Statewide 405C Data Program*

Planned activity number: M3DA-2022-04-00-00

Sub-recipient: HSO

Planned Activity Description

This project is for a statewide effort to improve Traffic Records Data programs. When needed, this account will be reduced to fund specific sub-recipient agreements.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$250,000.00	\$500,000.00	\$500,000.00	\$1,250,000.00

*Traffic Records Data Improvement*

Planned activity number: M3DA-2022-04-06-00

Sub-recipient: HSO

Planned Activity Description

This project was created to support conference registrations, meals, hotels and travel to the National Traffic Records Forum. Funding is also utilized to support e-crash integration and equipment.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$7,500.00	\$15,000.00	\$15,000.00	\$37,500.00

*EMS NEMSIS 3 Sustainability*

Planned activity number: M3DA-2022-04-11-00

Sub-recipient: MO Dept. of Health  
& Senior Services

Planned Activity Description

Currently the Missouri Department of Health and Senior Services (DHSS), Bureau of EMS (BEMS) hosts the central data repository for all EMS call data statewide. This system has been funded by the DHSS since 2005 and has remained compliant with the standards set forth by NHTSA's National EMS Information System. DHSS has completed the process of upgrading from NEMSIS 2.0 to NEMSIS 3.0 and is successfully reporting to NHTSA.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$19,187.51	\$38,375.02	\$38,375.02	\$95,937.54

*Predictive Analytical Crash Project*

Planned activity number: M3DA-2022-04-12-00

Sub-recipient: MO State Hwy. Patrol

Planned Activity Description

The Missouri State Highway Patrol Statistical Analysis Center (SAC) has developed a predictive model to provide law enforcement officers with a crash forecast. This project analyzes traffic crash data to predict locations and times in which traffic crashes are likely to occur. This forecast will assist officers in making smarter patrol decisions to deter bad driver behavior and prevent traffic crashes. The SAC will provide other agencies with the forecasting using a secure online portal, the Missouri Analytical Traffic Reporting Information Exchange (MATRIX). The MATRIX will facilitate collaboration among all law enforcement agencies in Missouri and encourage them to submit their crash reports electronically. Collecting these accurate and timely crash reports electronically will allow the SAC to quickly produce a more accurate crash forecast to distribute to law enforcement leading to safer roads across Missouri.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$6,160.00	\$12,320.00	\$12,320.00	\$30,800.00

*STARS and FARS Support*

Planned activity number: M3DA-2022-04-14-00

Sub-recipient: MO State Hwy. Patrol

Planned Activity Description

Funding provides continuation of activities of the Statewide Traffic Accident Records System Information Maintenance Project.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$4,135.95	\$8,271.90	\$8,271.90	\$20,679.75

*Statewide Traffic Accident Records System*

Planned activity number: M3DA-2022-04-13-00

Sub-recipient: MO State Hwy. Patrol

Planned Activity Description

Funding is to provide continued support of the Statewide Traffic Accident Records System (STARS) to fund personnel to process and encode information from approximately 130,000 to 160,000 motor vehicle crashes per year.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$35,827.23	\$71,654.47	\$71,654.47	\$179,136.16

*Show Me Court Implementation*

Planned activity number: M3DA-2022-04-16-00

Sub-recipient: Office of State Courts  
Administrator

Planned Activity Description

The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information. This will be accomplished by implementing the new case management system, Show-Me Courts, into municipal divisions that currently have no automation, the Judicial Information System (JIS) or some other court software. Show-Me Courts contains the edit checks built into the application, so users will be prompted to fix or enter the required information at the time the case is initiated. A second part of the Show-Me Court system that should improve the record of conviction reporting is the Prosecutor Portal. This functionality will allow a ticket to be sent electronically from the police department's records management system to the prosecutor portal. The prosecutor will review the tickets and electronically send the information to the court on the cases they wish to file. With this process most of the data will be either entered by a person at the police department or received electronically through an e-ticketing system. Since fewer people will be doing data entry throughout the process it should reduce the potential for data entry errors and improve accuracy. Budget items include salary and fringe for an Education Management Analyst, Court Services Management Analyst and an Accountant for the implementation of Show-Me Courts.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$27,763.33	\$55,526.66	\$55,526.66	\$138,816.64

*JIS Monitoring and Reporting*

Planned activity number: M3DA-2022-04-15-00

Sub-recipient: Office of State Courts  
Administrator

Planned Activity Description

The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information by monitoring the electronic transmission of traffic-related conviction data from the courts to DOR and MSHP to determine if on-site assistance or training/instruction is required to increase to accuracy and timeliness of reporting Office of State Courts Administrator tracks what percentage of cases reported to the Department of Revenue successfully within the 7-day requirement.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$31,244.37	\$62,488.74	\$62,488.74	\$156,221.86

*E-Citation and E-Crash*

Planned activity number: M3DA-2022-04-00-GO

Planned Activity Description

Local law enforcement agencies are requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting citation and crash data to the respective databases.

Sub-recipients

Camden County Sheriff’s Office, Carter County Sheriff’s Office, Clever Police Dept., Eldon Police Dept., Hazelwood Police Dept., Houston Police Dept., Licking Police Dept., Linn Police Dept., Maries County Sheriff’s Office, Osage County Sheriff’s Office, Shrewsbury Police Dept., Texas County Sheriff’s Office, Van Buren Police Dept., Verona Police Dept. and Webb City Police Dept.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: \$289,735.26

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$28,973.53	\$57,947.05	\$57,947.05	\$144,867.63

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share
Software	1	\$8,000.00	\$8,000.00	\$8,000.00

*LETS Sustainment and Enhancement*

Planned activity number: M3DA-2022-04-18-00

Sub-recipient: REJIS

Planned Activity Description

REJIS will continue to provide operational support for LETS using their data center, operations and help desk staff. REJIS will continue to support LETS with training and "how to" question resolution as well as support agencies to adopt LETS. Any improvements approved by Highway Safety will be identified before initiated. REJIS will administer the third-party integrated diagramming software licensing as funded to assure support and version upgrades. REJIS staff will also work closely with Highway Safety and LETS customers to coordinate, plan and execute service management activities. The funding will cover the operational expenses and supplies of the project.

Funding sources: FAST Act 405c Data Program

Match: N/A

Eligible Use of Funds: 405c Data Program

Local Benefit: N/A

Source Fiscal Year	2019	2020	2021	2022
Estimated Funding Amount	\$24,748.48	\$49,496.95	\$49,496.95	\$123,742.38



## Young Drivers

Traffic crashes are the leading cause of death among youth in Missouri, accounting for 13 percent of traffic fatalities during the last five years. Although only comprising approximately 7 percent of Missouri licensed drivers, young drivers were involved in 17.3 percent of fatal and serious injury crashes during the last five years. These early driving years are of particular concern because of driver inexperience and the high frequency of risky behaviors such as speeding, distracted and drowsy driving, alcohol/drug use and failing to use safety belts.

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2015-2019 Missouri fatal and serious injury crashes were:

- Driving Too Fast for Conditions
- Failure to Yield
- Improper Lane Usage/Change
- Distracted/Inattentive Driving
- Speed Exceeded Limit

### **Associated Performance Measures**

- C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

### **Countermeasure Strategies:**

#### **School Programs**

##### Project Safety Impacts

These activities will give young drivers the knowledge they need to be better drivers and influence their peers to do so as well.

##### Linkage Between Program Area

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2015-2019 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Improper Lane Usage / Change, Distracted / Inattentive, and Speed Exceeded Limit.

Through utilizing school resources, the Office of Highway Safety will partner with the University of Missouri and Safe Communities organizations to bring education to young drivers. This will be in the form of school leadership conferences, school public service announcement contests, and in-class presentations on driving behavior.

##### Rationale

School programs offer a convenient avenue to reach young, high-risk drivers while they are early in their driving career. Through teen leadership conferences and in-class presentations, this strategy allows students to have firsthand knowledge of good/bad driving behaviors and gives them the tools they need to be a leader for this cause among their peers.

#### **Driver Improvement Program**

##### Project Safety Impacts

The Driver Improvement Program allows traffic offenders to have reduced penalties in return for specialized education on proper driving behavior and the dangers of speeding/aggressive driving and driving without a properly fastened safety belt.

Linkage Between Program Area

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2015-2019 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Improper Lane Usage / Change, Distracted / Inattentive, and Speed Exceeded Limit. The Driver Improvement Program, which coordinates the various driving schools throughout Missouri, is intended to give young drivers a second chance, while also providing education and awareness on these behaviors that they may have never been exposed to. This is Missouri's version of the "Traffic Violator School", which the Countermeasures That Work indicates can reduce subsequent crashes by 5% and violations by 8%.

Rationale

The Driver Improvement Program certifies and monitors the various driving schools throughout Missouri. This project, through the Missouri Safety Center, allows for the coordination of the Driver Improvement Program.

**Highway Safety Office Program Management**

Project Safety Impacts

Internal projects will be used to address distracted driving in younger drivers.

Linkage Between Program Area

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2015-2019 Missouri fatal and serious injury crashes were Driving Too Fast for Conditions, Failed to Yield, Improper Lane Usage / Change, Distracted / Inattentive, and Speed Exceeded Limit. This project will specifically target younger driver programs involving distracted driving to reduce fatal and serious injury crashes among that age group. The Office of Highway Safety will also continue to encourage law enforcement to conduct high visibility enforcement looking for distracted drivers through the HMTV grants. Teen and adult education will also continue in the area using school presentations and media campaigns.

Rationale

Funds will be used to provide support for the It Only Takes One project and the TRACTION program, both of which are programs that are used to directly influence younger drivers in the decisions they make, especially distracted driving.

**Planned activities in countermeasure strategies:**

*Teen Driving Programs*

Planned activity number: CP-2022-09-05-00

Sub-recipient: HSO

Planned Activity Description

The funding from the program will be used to update and reprint the Roadwise Guide and other brochures for distribution, initiate new and support existing young driver safety programs in Missouri.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Community Traffic Safety Project

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$8,750.00	\$17,500.00	\$17,500.00

*B.R.A.K.E.S*

Planned activity number: CP-2022-09-03-00

Sub-recipient: Put on The Brakes, Inc.

Planned Activity Description

B.R.A.K.E.S (Be Responsible and Keep Everyone Safe) conducts hands-on, advanced driver training events for teens and their parents through both classroom and hands-on experience in a closed course, in a controlled environment. B.R.A.K.E.S. workshops will consist of the following curriculum: Car Control and Skid Avoidance Exercise, Panic Stop Exercise, Distraction Exercise, Drop Wheel/Off Road Recovery Exercise and Crash Avoidance/Slalom Exercise. Teen Driving Workshops- these workshops will train and educate teenage drivers and their parents about the importance of safe and responsible driving. Workshops will be conducted on a Saturday and Sunday, (2-4 hr.) classes per day, training 180 students and their parents per weekend.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Community Traffic Safety Project

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$8,750.00	\$17,500.00	\$17,500.00

*2022 402 Young Driver Coordination*

Planned activity number: TSP-2022-14-01-00

Sub-recipient: HSO

Planned Activity Description

Funding will be allocated for coordination activities. Costs will include salaries, fringe benefits and travel by highway safety program staff.

Funding sources: 402-Traffic Safety

Match: N/A

Eligible Use of Funds: Teen Safety Program

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$16,250.00	\$32,500.00	\$32,500.00

*Teen Driving*

Planned activity number: SA-2022-09-02-00

Sub-recipient: Safety & Health Council of Western MO KS

Planned Activity Description

The Safety & Health Council of Western MO & KS will provide education and awareness to higher risk and young and inexperienced drivers utilizing National Safety Council materials and Focus providing the Alive at 25 program. The Alive at 25 program is a National Safety Council's 4-hour course that shows young drivers how to take greater responsibility for their driving behavior. They will learn about the effects of inexperience, peer pressure, distractions, impaired driving, and responsibility of passengers. This funding will provide support for supplies and instructor and training fees.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Safe Communities

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$7,575.00	\$15,150.00	\$15,150.00

*Traffic Safety Task Force Projects*

Planned activity number: SA-2022-09-01-00

Sub-recipient: St. Joseph Safety and Health Council

Planned Activity Description

The St. Joseph Safety and Health Council is a safe community’s program in Missouri focuses efforts on seat belt education occupant protection for all ages as well as distracted and impaired driving. The health council helps to reduce unrestrained fatalities by focusing on low belt use areas and groups. They have implemented a teen permit driver academy driver’s education training which provides both classroom and in-car training. The Funding for this program will support travel expenses, salary, and administration costs and to partially fund a vehicle to be used for a driver’s education vehicle.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Safe Communities

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$18,088.98	\$36,177.96	\$36,177.96

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share
Driver’s Education Vehicle	1	\$15,000.00	\$15,000.00	\$7,500.00

*Youth Safety Education*

Planned activity number: CP-2022-09-06-00

Sub-recipient: The Alliance of SW Missouri

Planned Activity Description

The Alliance of Southwest Missouri provides multifaceted safety education to children and youth in a four-county area: McDonald, Newton, Jasper, and Barton counties. Specifically, the Alliance does this through its Safe Kids program. The Alliance provides National Security Council-certified defensive driving courses, which compliment Missouri's driving requirements. This course is designed to teach drivers the rules of the road, safety precautions, and defensive strategies to help them drive as safely as possible. The Alliance also provides driver's education to help students practice driving with a National Security Council-certified driving instructor. The goal of driver's education is to help students with driving permits acquire the necessary driving skills to prepare for and obtain a driver's license.

In addition, the Alliance will hold at least 4 focus groups with area teens and young adult drivers to gather information about local attitudes toward seatbelt use.

Funding sources: FAST Act NHTSA 402

Match: \$17,408.69

Eligible Use of Funds: Community Traffic Safety Project

Local Benefit: \$37,500.00

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$7,500.00	\$15,000.00	\$15,000.00

*TRACTION/Safe Communities*

Planned activity number: CP-2022-09-04-00

Sub-recipient: Cape Girardeau Safe Communities

Planned Activity Description

Cape Girardeau Safe Communities completes highway safety education for all ages in the Southeast part of the state including child passenger safety, teen and older driver. However, the largest portion of this grant funds teen driving education. TRACTION -Teens Taking Action to Prevent Traffic Crashes is a peer-to-peer youth traffic safety leadership training program. High school students and advisors are invited to attend one of three training programs as a school team. The training promotes safe driving habits for youth including seat belt use, distracted driving and underage drinking and driving and provides students and their adult advisors with the motivation, information, skills, and support necessary to develop a plan of action that addresses unsafe driving habits through events and activities to be implemented within their school and communities the following year. The funding will provide staff, supplies, conference development and travel costs to conduct five conferences.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Community Traffic Safety Project

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$125,232.50	\$250,465.00	\$250,465.00

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share
Vehicle	1	\$45,000.00	\$45,000.00	\$45,000.00

*Missouri SADD*

Planned activity number: CP-2022-09-09-00

Sub-recipient: Missouri's Youth Adult Alliance

Planned Activity Description

ACT MO will work to implement more SADD chapters within schools throughout the state. By affiliating chapters in middle schools, SADD will reach a more impressionable age demographic who is building the social and emotional skills, as well as resiliency tactics, to avoid risky behaviors and situations when presented later in their adolescence. Establishing more SADD chapters in schools and building capacity in existing chapters will enhance Missouri's potential to promote and improve traffic safety culture. SADD aims to recruit 5 new middle school chapters, or affiliate 50 new middle school students in existing chapters. In addition to middle school growth, SADD aims to grow overall by ending FY22 with 60 chapters. SADD will also utilize existing SADD programming and develop new statewide campaigns to focus on three primary road safety objectives - distracted driving, aggressive driving, and seatbelt usage. Funding for this program will support salary, program development fees, supplies and indirect costs.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Community Traffic Safety Project

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$7,414.07	\$14,828.14	\$14,828.14

*ThinkFirst Missouri*

Planned activity number: CP-2022-09-08-00

Sub-recipient: Univ. of MO Curators

Planned Activity Description

ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri School of Medicine, Department of Physical Medicine & Rehabilitation. The mission of the program is to prevent traumatic injuries from unbuckled car crashes, especially traffic-related traumatic injuries, through education, research and advocacy. Missouri teens have the lowest safety belt usage rate. This program works to increase safety belt usage among teens. Funding will provide program development fees, educational materials and supplies, salary, speaker fees and travel expenses. This project also funds the First Impact program. First Impact is an evidence-based, traffic safety parent program targeted to parents and/or guardians of teen drivers in the pre-permit, permit or intermediate stage of licensure. The goal of First Impact is to reduce the number of motor vehicle fatalities, injuries and crashes among teen drivers by increasing parental awareness and enforcement of Missouri’s graduated driver license law. First Impact will provide the tools parents need to be involved in monitoring, coaching and supporting their new teen driver. Funding will be used to support travel, staff salary and program expenses.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Community Traffic Safety Project

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$125,000.00	\$250,000.00	\$250,000.00

## *Distracted and Drowsy Driving*

Distracted and drowsy driving are diversions of the driver's attention from activities critical to safe driving. There is a growing body of evidence which suggests driver distractions, both inside and outside of the vehicle, are becoming increasingly large contributors to traffic crashes. While many drivers drive distracted and drowsy, it is difficult for law enforcement to determine after a crash. Without specifically checking cell phone records (which requires a warrant), a crash is often attributed to other circumstances.

In 2015, the National Safety Council found that cell phones are involved in an estimated 27 percent of all car crashes. According to a recent Naturalistic Driving study by Virginia Tech Transportation Institute, a risk for being involved in a critical incident is 23 times greater if the driver texts while driving. During the last five years (2015-2019), 9 percent of Missouri fatal crashes involved a distracted driver. Twenty-two percent of the distracted drivers involved in fatal crashes in the last five years were between 15 and 24 years of age.

AAA published a report in 2014 which attributed 6% of all crashes and 21% of all fatal crashes were due to driver sleepiness and an even more recent report published by AAA just fourteen months ago estimated that a driver who obtained fewer than 4 hours of sleep the prior night was 11 times more likely to be involved in an automobile crash. Furthermore, AAA's 2015 poll reported 31.5% of adults surveyed admitting to driving drowsy within the past 30 days.

In Missouri, drowsy driving deaths have decreased from 15 in 2015 to 14 in 2019, totaling 87 deaths for the last five years (2015-2019). Serious injuries increasing from 122 in 2015 to 140 in 2019, for a total of 761 serious injuries for the last five years (2015-2019). Drowsy driving does have peak times throughout the 24-hour period with the main peak between 4 and 6 am and a secondary peak between 2 and 4 pm, crashes due to sleepiness occur at all times, day and night. Driving population most at risk for drowsy driving are teens, shift workers, people with untreated sleep disorders and police officers.

### **Associated Performance Measures**

- C-1) Number of traffic fatalities (FARS)
- C-2) Number of serious injuries in traffic crashes (State crash data files)
- C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C-6) Number of speeding-related fatalities (FARS)
- C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

### **Countermeasure Strategies:**

#### **Driving Simulations**

##### Project Safety Impacts

Missouri crashes involving young drivers typically involve inexperience, distraction, and impairment. By utilizing hands-on and simulation-based training, young drivers will be given the opportunity to hone their driving skills while they are still in a controlled environment.

##### Linkage Between Program Area

Performance measures C-1 (Number of fatalities), C-2 (Number of serious injuries), C-4 (Number of unrestrained occupants), C-6 (Number of speeding-related fatalities), and C-9 (Number of drivers ages 20 or younger involved in fatal crashes) are directly impacted by this important skills training.

Rationale

Hands-on simulation and real-world scenarios provided by these skills trainings are vitally important in reducing fatal and serious injury crashes among teen drivers. An overall minimal amount of funding will have a lasting impact on numerous young Missouri drivers.

**Communications and Outreach on Drowsy Driving**

Project Safety Impacts

Education and presentations on factors that cause drowsy driving and what to do to prevent it will be conducted in school and businesses. This will help young drivers and employees who travel to understand the dangers behind this rapidly increasing issue so they can make better life and health choices to reduce instances of driving drowsy.

Linkage Between Program Area

Drowsy driving is rapidly becoming a bigger contributing circumstance in Missouri crashes, especially among younger drivers. Often, teens are not getting enough sleep due to extracurricular activities. However, gaming and social media are increasingly causing more and more teens to stay up late and then spend their awake time mentally exhausted. Due to this, crashes that result from drowsy driving are on the rise. In Missouri, drowsy driving deaths have decreased from 15 in 2015 to 14 in 2019, totaling 87 deaths for the last five years (2015-2019). Serious injuries increasing from 122 in 2015 to 140 in 2019, for a total of 761 serious injuries for the last five years (2015-2019).

Rationale

TyREDD is currently the only organization in Missouri providing education and awareness for the prevention of drowsy driving to high schools and businesses.

**Planned activities in countermeasure strategies:**

*Arrive Alive*

Planned activity number: SA-2022-09-03-00

Sub-recipient: Unite Corporation

Planned Activity Description

Arrive Alive will reduce traffic safety problems related to distracted and impaired driving reaching young through state-of-the-art virtual reality simulator within high schools across the state. The simulator will be installed on an actual vehicle and will allow participants to experience, in a controlled environment, the potential consequences, legal and otherwise, of driving while distracted or impaired. Each event will run for up to 6 hours and averages 20-25 students/hour in the driver's seat. For students not in the vehicle, high-definition monitors display a "passenger eye view" of the current simulation, as well as a high-impact awareness video featuring facts, statistics, and figures related to distracted and impaired driving. Each participant will then take the pledge to drive SAFE (Sober and Free of Electronics). Arrive Alive will complete 18 programs in FY22.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Safe Communities

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$12,3750.00	\$24,750.00	\$24,750.00



*TyREDD*

Planned activity number: SA-2022-09-04-00

Sub-recipient: TyREDD

Planned Activity Description

TyREDD, (Tyler Raising Education for Drowsy Driving), was founded in 2011 after the Kerrie Warne family lost their oldest son Tyler in a drowsy driving crash. TyREDD provides education to prevent drowsy driving deaths through education. Kerrie has partnered with the COO for Clayton Sleep Institute, Matthew Uhles, and together they have developed a powerful and educational presentation tailored to teens, businesses, organizations and parents that highlights Tyler's story, drowsy driving education and sleep science. The TyREDD mission is to raise awareness and provide education for the prevention of drowsy driving and the tragedies that can follow. TyREDD is currently the only organization in Missouri, with a powerful effective program providing education and awareness for the prevention of drowsy driving to high schools and businesses. Funding will be used to support travel expenses, speaker fees, and resource materials.

Funding sources: FAST Act NHTSA 402

Match: N/A

Eligible Use of Funds: Safe Communities

Local Benefit: N/A

Source Fiscal Year	2020	2021	2022
Estimated Funding Amount	\$12,500.00	\$25,000.00	\$25,000.00

## *Evidence-based traffic safety enforcement program (TSEP)*

### **Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):**

- 154 Impaired Driving Enforcement
- 402 HMV Enforcement
- 405d Impaired Driving Enforcement
- Enforcement-Drive Sober Campaign
- Enforcement-Occupant Protection Campaign
- Impaired Driving Law Enforcement Liaison
- OP and Speed Law Enforcement Liaison
- Occupant Protection Enforcement

### **Analysis of crashes, crash fatalities, and injuries in areas of highest risk:**

#### Crash Analysis

Fatal and serious injury crash rankings are performed for all cities, counties, and the unincorporated areas in the state. These ranking are conducted for the problem areas of alcohol, speed, young drinking drivers, distracted, unbelted, under 21 years of age and older drivers. These rankings are also used in determining the overall severity of the problem for each respective location. Fatal and serious injury by county, city, and unincorporated county rank orders are located in the Crashes by City, County & Unincorporated County section of this report. Ranking by problem area can be found on the Missouri State Highway Patrol's on-line State Traffic Accident System locate.

#### Deployment of Resources

Grant application workshops are held for potential applicants in five locations around the state. The purpose of the highway safety program and statewide goal are discussed at each workshop to help grantees understand how their efforts are imperative in order to impact the fatality and serious injury problem on Missouri highways. Law Enforcement (LE) program management staff participates in each workshop and offer assistance to agencies interested in submitting a grant.

Once applicants submit their applications into the Highway Safety Office Grant Management System, law enforcement program management staff reviews each application for their fatality / serious injury rankings. During this review, LE program managers assess the applications to determine their relevancy toward meeting the highway safety goals.

The LE program management team reviews their respective applications where the LE staff share supporting arguments and issues of concern recommending either to fully fund, partially fund or deny the LE applications. The reviewers take the same factors into consideration as where described in the Project Selection section of this document.

Once LE grant award decisions are made that best support the mission and work toward Missouri's ultimate goal of zero traffic fatalities, grant award meetings are held in the fall at five locations around the State. LE program managers provide a copy of the award, review subrecipient compliance requirements, address any questions and concerns, and network with any new and continuing grantees.

#### Monitoring of Effectiveness of Enforcement Activities

Program management staff reviews the results of various law enforcement initiatives/ mobilizations. State, local and county LE agencies are encouraged to review their results and area crash data on a

regular basis. Based upon these reviews, adjustments are made to operational plans to improve the activity's effectiveness.

To monitor law enforcement participation in the NHTSA and LETSAC mobilizations, the Highway Safety and Traffic Division has three performance measures in their division tracker.

There are a number of measures listed throughout the HSP designed to track the progress of our law enforcement activities. The most important outcome involves a reduction in the number of fatalities and serious injuries occurring by crash type. These measures identify the number of participating agencies, number of hours worked, and the type and number of citation and warning tickets.

The Law Enforcement Traffic Safety Advisory Council (LETSAC) identifies quarterly impaired driving and occupant protection mobilization dates for each fiscal year. The LE program management staff and the Law Enforcement Liaisons aggressively seek participation in these mobilizations, as well as, the NHTSA required Drive Sober or Get Pulled Over and the Click It or Ticket mobilizations. Agencies are also encouraged to participate in the Distracted Driving Month enforcement activities.

DWI/Traffic Units are a key enforcement technique used to team with a city or county law enforcement agency to financially support DWI/Traffic Units. The HSO currently funds law enforcement activities for 11 units (some agencies fund their own units). The mission of these units is to focus on impaired drivers/high risk drivers and to aggressively enforce DWI and hazardous moving violations. Below is a list of the sub-recipients receiving funding for dedicated DWI and Traffic Enforcement:

- Joplin Police Department
- Greene County Sheriff's Office
- Boone County Sheriff's Office
- Columbia Police Department
- Jackson County Sheriff's Office
- Jefferson County Sheriff's Office
- Kansas City Board of Police Commissioners
- Franklin County Sheriff's Office
- St. Louis County Police Dept.
- Platte County Sheriff's Office
- Creve Coeur Police Department
- Clay County Sheriff's Office
- Camden County Sheriff's Office

Law Enforcement Task Forces/Councils have also been formed in many multiple city/county LE agencies and meet on a regular basis to plan and coordinate key enforcement activities. Several agencies have a shortage of personnel to conduct sobriety checkpoints and other enforcement initiatives. The task force concept provides the opportunity to pool resources to conduct more manpower intensive activities such as sobriety checkpoints or corridor projects. It also provides a forum for the LE officers to network and share traffic issues or concerns. Below is a list of the multi-jurisdictional task forces operating in Missouri:

- Southwest DWI Task Force (11 Agencies)
- Northwest Youth Alcohol Task Force (14 Agencies)
- Jackson County Traffic Safety Task Force (11 Agencies)
- Cass County STEP DWI Task Force (11 Agencies)
- Clay/Platte County DWI Task Force (14 Agencies)
- St. Louis Regional Traffic Safety Council Subcommittee of MCRS (50 Agencies)
- St. Charles County DWI Task Force (7 Agencies)
- Central Ozarks Regional DWI Task Force (19 Agencies)
- Law Enforcement Traffic Safety Advisory Council

## *High Visibility Enforcement (HVE) Strategies*

Missouri continues to support and participate in the August DSOGPO campaign, Holiday impaired driving campaign, and Click-It-Or-Ticket campaign. In addition to these campaigns, Missouri has developed a youth seat belt enforcement campaign, Child Passenger Safety week enforcement campaign, and quarterly occupant protection, speed, and impaired driving campaigns to supplement the National HVE mobilizations.

### **Planned HVE strategies to support national mobilizations:**

- Public Information and Education
- High Visibility Saturation Patrols
- Impaired Driving Law Enforcement Liaison
- OP and Speed Law Enforcement Liaison
- Short-term, High Visibility Seat Belt Law Enforcement

### **HVE planned activities:**

- Enforcement-Drive Sober Campaign
- Enforcement-Occupant Protection Campaign
- Holiday Impaired Driving Campaign

## *COVID-19 Exceptions and Temporary Changes*

Missouri, like all other states, has experienced drastic changes to business plans due to the ongoing COVID-19 pandemic. As a result of the pandemic, the following changes have been implemented:

- Subrecipients will be urged to purchase refundable travel tickets, even if they are more expensive
- For travel booked but then cancelled, every effort will be made to use travel vouchers (issued in lieu of refunds) for similar highway-safety related functions. If this cannot be done, and a sub-recipient uses the voucher for other travel purposes, then costs must be repaid to the Highway Safety Office
- Subrecipients that conduct training with costs covered by the Highway Safety Office will be permitted to lower class size in order to accommodate social distancing
- The Missouri Department of Transportation is requiring all staff to work remotely and refrain from in-person meetings or conferences until further notice. Due to this, all meetings, conferences, training, inventory inspection, projects requiring on-site monitoring, and any other office function that normally requires in-person contact will be done so in a virtual manner until travel restrictions are lifted. Subrecipients are allowed to make their own policy regarding in-person contact